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MERCHANT SAIL

VOLUME VI

MERCHANT SAIL

VOLUME VI

MERCHANT SAIL

BY

William Armstrong Fairburn

[*1876–1947*]

Naval Architect and Marine Engineer

University of Glasgow, 1897

IN SIX VOLUMES

Volume VI

Appendixes

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APPENDIX I

OWNERS OF CLIPPER SHIPS AND A RECORD OF THE CLIPPERS THAT THEY OWNED

A. A. Low & Bro., New York

The best known early member of the Low family was Seth Low, who was born at Gloucester, Mass., in 1782 and died in 1853. He moved his family and business from Salem to New York about 1834. Seth Low was the father of eleven children, of whom the sons were Abiel Abbot (1811-1893), Seth Haskell (1812-1857), William Henry (1816-1845), Edward Allen (1817-1898), Francis (1818-1836), Josiah Orne (1821-1895), and Charles Porter (1824-1913). The founder and head of the firm of A. A. Low & Bro. was Abiel Abbot Low, the oldest son of Seth and Mary Porter Low (1786-1872). After living in Canton for seven years and serving there as a partner of Russell & Company, "Abbot" returned to New York in 1840 and went into the China trade with only his own capital. He took into partnership his brother Josiah and, later, other members of the family, including his own son Seth. The name of the firm is recorded, at times, by marine historians, on old sailing ship cards, and in Lloyd's Registry as A. A. Low & Bros. The house flag, made famous on the Seven Seas, consisted of yellow, red and yellow horizontal bars, or stripes, with a large white capital letter "L" conspicuously placed in the center. The "house of Low" was liquidated in 1887.

The firm of A. A. Low & Bro., with Capt. Nathaniel B. Palmer, was responsible for the production or operation of the following clippers. The early ships were of moderate, medium, or "half" clipper design, while some of the later ships were extreme clippers. Of the eleven clippers or reputed clippers set forth as owned and operated by the Lows, of New York, the *Surprise* was built from designs of Samuel H. Pook, of Boston, and the *Great Republic* was designed and built by Donald McKay, East Boston. After being burned and scuttled before making a voyage under canvas, she was purchased by the Lows and cut down and rebuilt under the direction of and in conformity with the ideas of Capt. Nathaniel B. Palmer. The Webb-built China packet *Montauk* of 505 tons is reported as owned by A. A. Low & Bro., but some records show William S. Wetmore, New York, as owner or part owner. Another China packet credited to William S. Wetmore in which the Lows evidently had some interest was the *Anstiss* of 595 tons, built in 1847 by Hayden & Cudworth, Medford, Mass.

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
HOUQUA	1844 (May 3)	Brown & Bell, New York	583	142- 4	29-10	16- 8
Named after a prominent Hong merchant of Canton, China. Disappeared at sea in the fall of 1864 on voyage from Yokohama to New York.						
SAMUEL RUSSELL	1847 (Aug. 14)	Brown & Bell, New York	957	173- 6	34- 6	19-11
Named after head of firm of Russell & Co., of U.S.A. and Canton, China. Wrecked on a reef, Gaspar Straits, Nov. 23, 1870.						

(Continued on next page)

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
ORIENTAL	1849 (Aug. 4)	Jacob Bell, New York	1,003	185	36	21
The famous pioneer American clipper in the China-England tea trade. Lost in the River Min, China, Feb. 25, 1854, while in charge of pilot.						
SURPRISE	1850 (Oct. 5)	Samuel Hall, East Boston	1,261	183- 3	38- 8	22
A fast and beautiful ship designed by Samuel H. Pook, of Boston, and commanded by Capt. Philip Dumaresq. Lost in charge of Japanese pilot, Feb. 1876.						
N. B. PALMER	1851 (Feb. 5)	Westervelt & Mackey, New York	1,399	202- 6	38- 6	21- 9
Named after Capt. Nathaniel B. Palmer. Sold 1873 for transatlantic oil trade. Abandoned in North Atlantic on Jan. 10, 1892, when forty-one years old and under Norwegian registry.						
CONTEST	1852 (Oct. 9)	Jacob A. Westervelt, New York	1,099	180 (deck)	38	21
Very fast ship and good carrier (1,500 tons measurement capacity. Captured by Confederate raider ALABAMA, Nov. 11, 1863, and burned.						
JACOB BELL	1852 (Nov. 12)	Abraham C. Bell, New York (son of Jacob Bell)	1,381	200-11 (deck)	38- 5	22
Named after Bell of the shipbuilding firm of Brown & Bell. Purchased by A. A. Low & Bro. in early 1856. Captured and burned by the Confederate raider FLORIDA in Feb. 1863.						
DAVID BROWN	1853 (Oct. 8)	Roosevelt & Joyce, New York	1,717 (stated also as 1,715)	225 (deck)	41	22- 6
Named after Brown of the shipbuilding firm of Brown & Bell. Abandoned at sea in sinking condition, Jan. 6, 1861, in North Atlantic en route to Liverpool from San Francisco.						
GOLDEN STATE	1853 (Jan. 10)	Jacob A. Westervelt, New York	1,363	188	39- 8	21- 6
Built for Chambers & Heiser, New York, and sold to A. A. Low & Bro. Launched with part of cargo aboard. Wrecked on Cape Elizabeth, Maine, Dec. 1886, when about thirty-four years old.						
RESOLUTE	1853 (Jan. 15)	Westervelt & Sons, New York	787	151	34- 2	19- 4
Said to have been ordered by Miller, of London, who was unable to pay for the ship. Acquired by A. A. Low & Bro. and sold in 1862 to J. Moorewood & Co., of Bristol, England.						
GREAT REPUBLIC	1853 (Oct. 4) Rebuilt 1854	Donald McKay, East Boston Rebuilt, after burning, by Sneeden & Whitlock, New York	3,357 as rebuilt	302	48- 4	29- 2
Sailed from New York on maiden voyage Feb. 24, 1855. Abandoned in North Atlantic, off Bermuda, Mar. 5, 1872 (British ownership).						

Capt. Nathaniel Brown Palmer, one of America's greatest shipmasters, was born in Stonington, Conn., in 1799. At the age of fourteen (during the War of 1812), he went to sea and for four years served on coasting vessels operating between Maine and New York. At the age of eighteen, he was signed on as second mate of the brig *Hersilia,* under Capt. J. P. Sheffield, for a sealing voyage to the Falklands, South Shetlands, and Antarctic Ocean. His record in this trade and his exploits in the sloop *Hero,* as captain at the age of twenty, are given elsewhere in this work. In 1826, Captain Palmer married a sister of Capt. David S. Babcock. In the early thirties, Captain Palmer went into the sailing packet service—first in the New York-New Orleans passenger and cargo packet *Huntsville* of 522 tons (built in 1831 by S. & F. Fickett, New York). He made nine voyages in the flat-floored packet, "with a faster average than before or since in the New Orleans service." On the northbound passage, his average was less than 14 days (best

run, 10 days) at a time when the general average was 18 days and the long passages extended to as high as 35 days. The *Huntsville* is credited by historians with having been "the second fastest of all New Orleans packets." As Albion says, "She was speedier under Palmer than under her other captains." Captain Palmer was in the transatlantic packets *Hibernia* (551 tons) and *Columbus* (663 tons) of the Black Ball Line in 1836. When Edward K. Collins (later of Collins Line fame) organized the Dramatic Line of New York-Liverpool packets, Palmer co-operated with Collins in the design and building of the splendid ships *Garrick, Sheridan,* and *Siddons,* each of 895 tons and launched in 1836 and 1837 from the yard of Brown & Bell, and the larger *Roscius* of 1,030 tons, built by the same New York firm in 1838. Captain Palmer urged that this quartet of packet ships be built with flat floors, an innovation for deep-sea ships, and the vessels proved surprisingly good sea boats in bad weather and very fast. Palmer had command of the *Garrick* and in late 1838 took over the *Siddons.* His passages from Liverpool to New York (the "uphill" run against the prevailing westerlies) averaged only 31 days at a time when the general average was 38 days.

When British steamers threatened to gain supremacy in the North Atlantic trade, Collins decided to organize his famous New York-Liverpool steam packet line, which outclassed in ships, service, and management all foreign lines. However, Captain Palmer, preferring to be identified with sail rather than steam, decided to enter the long-distance China trade, where he felt that sail would be able to hold its own with steam for many years after steam packets had won a practical monopoly of the North Atlantic passenger, mail, and express freight business. He was the first skipper of the *Paul Jones* of 624 tons, built in 1842 at Medford, Mass. Later, he designed, superintended the building of, and commanded the clipper ships *Houqua, Samuel Russell,* and *Oriental.* Captain Palmer retired from the sea in 1850, when fifty-one years old, after spending thirty-eight years of his life at sea. Occasionally, he emerged from his retirement to command a vessel. For years, Captain "Nat" was associated with the Low Brothers as advisor and a sort of marine superintendent. He contributed much to the design and construction of a fine fleet of clippers for them and had charge of the re-design and reconstruction of Donald McKay's big four-masted clipper *Great Republic.* Captain Palmer was a good businessman and particularly sound in the realm of economics. He was a member of the New York Yacht Club, and his schooner yacht *Juliet* of 70 tons was designed by him. One of the world's finest clipper ships, the *N. B. Palmer,* and the famous schooner yacht *Palmer* were named for him. Captain Palmer played a vital and most honorable as well as outstanding role in bringing packet and clipper ship construction to its peak of perfection. He operated his ships fearlessly, resourcefully, and safely and got all possible speed out of them without endangering life and property or degenerating into a brutal driving and inhuman bucko. A tall and powerful man who "looked like a shaggy bear," he was a disciplinarian but a just man. His fairness and all-permeating humanness caused him to be respected and affectionately known in the ports of the world and among seafaring folk as "Captain Nat." It was said in the late sixties: "Capt. Nat Palmer has probably trained more successful shipmasters than any other man." He died in San Francisco, Calif., on June 21, 1877, when in his seventy-eighth year.

Capt. Nathaniel B. Palmer sailed from Boston on January 4, 1843, for Canton, China, in the new ship *Paul Jones* of 624 tons (length 144 ft. 6 in., beam 30 ft. 8 in.), which had been built in 1842 by Waterman & Ewell, Medford, Mass., for Robert B. and John M. Forbes, of Boston (and in which, it is said, Russell & Company, of Boston, Mass., and Canton, China, had a substantial interest). The *Paul Jones* had no resemblance to a clipper, for she was a "bluff-bowed" but well-modeled and sparred ship that was credited with making some good passages in the oriental trade. Some authorities have classed her as an "early Down Easter." About the time that Captain Palmer cleared Boston in the *Paul Jones,* Capt. Robert H. Waterman was arriving at Canton in the *Natchez,* having made the passage by way of Cape Horn (instead of the usual and easier Cape of Good Hope route), with stops at Valparaiso and Mazatlan and a splendid transpacific run of only 41 days from Mazatlan to Canton. Captain Waterman, another experienced Atlantic sailing packet skipper, became identified in the China trade a few months before Capt. "Nat" Palmer, and each made history—Waterman with the old New Orleans sailing packet *Natchez* (523 tons; built in 1831 by Webb & Allen, New York) and the famous record-making *Sea Witch* (908 tons) and Palmer with the *Houqua, Samuel Russell,* and *Oriental.*

Captain Palmer brought the *Paul Jones* back to New York, arriving in October 1843 after a run of 118 days against the monsoon, but with a fine passage of only 79 days from Anjer. On the return leg of the voyage, William H. Low, a brother of A. A. Low, of New York, was a passenger on the *Paul Jones*. During the voyage, he became intensely interested in a model of a ship for the China trade that Captain "Nat" was whittling; furthermore, Low was much impressed with the captain's knowledge of the design and operation of ships, of the possibilities of trade with fast sailing ships in the Far East, and of his ability as a master. The firm of A. A. Low & Bro. decided to build a ship from Capt. "Nat" Palmer's model, which, it was thought, "would outsail anything afloat." The result was the *Houqua* of 583 tons (length 142 ft. 4 in., beam 29 ft. 10 in., depth 16 ft. 8 in.). Her keel was laid by Brown & Bell, New York, in November 1843, and the ship was launched May 3, 1844. (She is described on page 2167 of Volume IV.) The ship was named in honor of Houqua, a well-known Canton merchant, respected by American and English residents in China for his integrity and business ability and honored for his great and unusual kindness to them.

Captain Palmer and the Lows built the *Houqua* as an armed merchantman fitted for any oriental trade—legitimate or illegitimate—and capable of showing her heels to warships or of defending herself if attacked by Chinese or East Indian pirates when becalmed. It was said that "she was built as a vessel of war," and Howe and Matthews affirm that it was the owner's plan to sell her to the Chinese Government. However, this does not seem to check with the facts, for whereas she had high man-of-war bulwarks, pierced on each side for 8 guns (16 in all), she was otherwise in all respects a fast-sailing passenger and cargo packet. Nothing that would add to her qualities in mercantile pursuits was forgotten, and surely nothing of excellence in the realm of commerce was sacrificed in her design and construction in order to give her the defensive power of a substantial armament. About the time that the *Houqua* was planned and built, armed merchantmen for the Chinese trade were no novelty, for we read that in 1843 "the opium trade was attracting a good deal of attention."

There is conflict in the time of sailing of the *Houqua* under Capt. "Nat" Palmer on the outward passage of her maiden voyage. The owner's record shows the ship as leaving New York on July 1, 1844, passing Anjer September 11 (when 72 days out), and reaching Hong Kong September 23, 84 days from New York. Cutler says that the ship sailed from New York on May 31, 1844, and "arrived at Macao in 95 days, a very fine run." Returning, the *Houqua* left Whampoa on December 9, 1844. She was 15 days to Anjer and 70 days to the Atlantic equator. She received her pilot off Barnegat on the 87th day out, following which she was delayed a couple of days and did not get into New York Harbor until March 9, 1845—90 days from Whampoa. During this passage, she logged 14,272 miles and averaged about 164 miles per day and a scant 7 knots per hour.

On her second voyage, the *Houqua* was 16 days from Whampoa to Anjer and 75 days thence to New York. On her third voyage, the ship left New York in May 1846 and was 72 days 14 hours to Java Head and from there 14 days 3 hours to Hong Kong, a total of 86 days 17 hours. It is said that the fourth round voyage, New York to China and return to New York, was made in the fine time of under seven months. On the return passage from Canton to New York, under unfavorable sailing conditions, the *Houqua* made a run of 101 days, beating by nineteen days the 120-day passage of the *Joshua Bates* (620 tons), built at Newburyport in 1844. On the fifth outward passage, the *Houqua* was dismasted in the Indian Ocean. She reached Hong Kong March 14, 1848, in 131 days from New York after sailing under a jury rig for fifty-five days. After spending nine months on the China coast trading between Hong Kong and Shanghai, the ship ran to Anjer in 8 days, was off the Cape of Good Hope in 42 days, and crossed the Atlantic equator on the 62nd day. Calms followed by heavy gales between 34° N. and New York extended this passage from a hoped-for 85 days to 98 days. On her sixth voyage, the *Houqua* ran out to Hong Kong in 90 days and returned to New York in 109 days from Macao and 42 days from the Cape of Good Hope.

The Gold Rush to California caused the owners of the *Houqua* to send her around Cape Horn to San Francisco, a trade route for which the ship was not designed and was not fitted. She cleared New York on March 14, 1850, and reached San Francisco July 23 after a passage of 131 days (elapsed). Crossing the Pacific, the *Houqua* completed her first voyage around the world

with a good passage of 95 days from Shanghai to New York, where she arrived on February 24, 1851, 77 days from Java Head. Cutler says that the *Houqua* (Capt. Daniel McKenzie) arrived at New York on January 20, 1851, after a passage of only 88 days, "the best passage of the year home from Shanghai," and he adds: "But for the fact that he was delayed four days north of Hatteras by northwest gales, he would have made an even better showing." The *Houqua* then made her Voyages 8 and 9 in the New York-China trade, with runs home from Shanghai of 129 days in 1851 and 111 days in 1852, these passages being made in the unfavorable season and against the monsoon.

In early 1853, the *Houqua* was once more diverted to the California trade, and clearing New York on February 21, she made a long passage of 144 days around Cape Horn to San Francisco, where she arrived July 15. This slow run, however, does not appear bad for a small China packet when considered in relation to all the sailings of other clippers over this course leaving Atlantic Coast ports during the period February 12-25, 1853:

Name of Clipper	Captain	Tonnage	Year Built	Builder	Departure Port	Departure Date 1853	Arrival at San Francisco 1853	Time of Passage in Days
RELIANCE	Berry	No reliable statistics available of this reputed "half" clipper.			New York	Feb. 12	Aug. 11	180
GOLDEN LIGHT	Winsor	1,140	1853	E. & H. O. Briggs, South Boston	Boston	Feb. 12	Burned at sea.	
SIROCCO	Sanford	1,130	1852	William & George Gardner, Baltimore	New York	Feb. 15	July 10	145
CORINNE	Joyce	Was dismasted. Returned to New York and sailed again Apr. 28; passage, 168 days.			New York	Feb. 17	Oct. 13	238
ARCHER	Bursley (Francis A.)	1,096	1852	James M. Hood, Somerset, Mass.	New York	Feb. 20	July 16	146
HOUQUA	Dixey	583	1844	Brown & Bell, New York	New York	Feb. 21	July 15	144
FLYING EAGLE	Parker	1,004	1852	William Hitchcock, Newcastle, Maine	Boston	Feb. 22	Aug. 10	167
COURSER	Berry	1,024	1851	Paul Curtis, Medford, Mass.	New York	Feb. 24	July 12	138
STAG HOUND	Behm	1,534	1850	Donald McKay, East Boston	New York	Feb. 24	July 1	127
SNOW SQUALL	Bursley (Isaac)	742	1851	Alfred Butler, Cape Elizabeth, Maine	New York	Feb. 25	Aug. 2	155

Continuing her tenth voyage and her second around the world, the *Houqua* crossed the Pacific to China and reached New York April 26, 1854, after a passage of 95 days from Foochow and 77 days from Java Head. Voyage No. 11 was in the New York-China trade and consisted of a run out of 128 days to Hong Kong under most unfavorable sailing conditions and a return from Shanghai in 100 days.

In 1857 economy was the watchword, and the *Houqua* was re-rigged as a bark. She continued in the oriental trade. Sailing from Yokohama for New York on August 15, 1864 (when over twenty years old), the ship disappeared. Nothing was heard of her thereafter.

The building of the *Houqua* by A. A. Low & Bro. from Capt. Nathaniel B. Palmer's design resulted in a partnership between the Lows and Palmer that lasted for many years to their mutual advantage. After bringing out the *Houqua* and demonstrating her ability and proving his contention that the times called for bigger ships, Capt. "Nat" Palmer was succeeded in his command on the *Houqua* by his brothers Alexander and Theodore D., in turn, while he remained ashore to assist in the design and to superintend the construction of "a larger *Houqua*." She was named the *Samuel Russell* and measured 957 tons, or 64 per cent more than the first Low-Palmer China packet. After making a voyage in command of the "*Russell*," Captain "Nat" turned the com-

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mand over to his brother Theodore D. and again stayed on shore to assist in the design and construction of "a somewhat larger and improved *Samuel Russell,*" which, when launched in 1849, was christened the *Oriental* and was destined to be a historic vessel. After making the maiden voyage in command of the *Oriental* and upon his return to New York April 21, 1850, Captain "Nat" —then fifty-one years of age—retired from the sea, and his younger brother, Capt. Theodore D. Palmer, once more succeeded him as master.

The master who, next to Capt. "Nat" Palmer, is more closely associated with the success of the *Houqua, Samuel Russell, N. B. Palmer,* etc., than any other commander was Capt. Charles Porter Low, a member of the Low family. He first sailed with Capt. "Nat" Palmer on the maiden voyage of the *Houqua* as third mate. Young Low rose to the command of the *Houqua* and of other important ships of the A. A. Low & Bro. fleet, and he gained the reputation of being one of the most sensible and well-balanced drivers and resourceful, competent skippers in the American mercantile marine. Captain Low was in command of the *Samuel Russell* in early 1850, when she made a record westbound passage of 109 days to San Francisco, and was master of the *N. B. Palmer* when she made most of her best runs, including the 82-day record passage from Honolulu to New York in 1854. Another very capable American clipper ship skipper developed in the "Nat" Palmer-A. A. Low New York school was Joseph Limeburner, who was promoted from the position of mate on the *Samuel Russell* to the command of that ship when Capt. Charles P. Low was transferred to the new Low clipper *N. B. Palmer.* Captain Limeburner did some excellent work with the *Samuel Russell,* including two fast westward Cape Horn passages to San Francisco. When the *Great Republic* had been rebuilt by Capt. Nathaniel B. Palmer, he selected Captain Limeburner to command this "the biggest ship in the world." The record of Captain Limeburner with this troublesome but speedy, large, deep-draft vessel for the decade that he was in her is a splendid one and demonstrates unusual ability and resourcefulness.

The clipper ship *Samuel Russell,* the second of the "Nat" Palmer-A. A. Low vessels designed and built for the China trade, we are told by contemporaries, was designed to be "a bigger *Houqua,* improved in model and rig" as the result of three years' sailing experience with the first of the Palmer-Low clippers, and it was claimed by enthusiastic friends of the designer (Capt. Nathaniel B. Palmer) and builders (Brown & Bell, New York) that she would prove to be "the fastest and most powerful ship in the China trade." The *Samuel Russell* (957 tons) was launched on August 14, 1847, just eight months and six days after Smith & Dimon had put into the water the record-making *Sea Witch* (908 tons). She had been built to the order of Howland & Aspinwall, New York, from the joint designs by John W. Griffiths and Stephen Smith, the technical and practical builder of the constructing firm. Whereas the *Samuel Russell* is classed as a clipper, she was not so considered by many contemporary authorities when compared in sharpness of model with the more extreme *Rainbow* (752 tons), launched January 22, 1845, and the *Sea Witch,* launched December 8, 1846. The *"Russell"* was 49 tons, or 5.4 per cent, larger than the *"Witch,"* but was not of the extreme, or "out-and-out," sharp, hollow, or concave-line model of the clippers that were produced around the mid-century, with the California Gold Rush trade and the demand for the highest possible speed primarily in mind. In the early fifties, champions of the extreme sharp-lined clipper model (such as John W. Griffiths) pronounced the *Samuel Russell* as a medium fine and fast sailer—but no clipper. Capt. Charles P. Low thought differently. After the vessel covered 328 miles in twenty-four hours and logged 15 knots for a considerable period of time while bound to China in 1851 and, on another occasion, covered 6,722 nautical miles in thirty consecutive days (from November 8 to December 7), averaging 224 miles per day for the month and covering 318 miles in twenty-four hours, he wrote: "The *Samuel Russell* measured by any real standard of speed at sea is a real clipper and will give a good account of herself with any of the more extreme sharp ships in the China trade for which she was built." Such sailing as reported undoubtedly entitles the *Samuel Russell* to be classified in unbiased historical records as "a clipper ship," no matter what Griffiths or other narrow-minded (and evidently jealous and prejudiced) contemporary critics may have said to the contrary.

A New York paper, commenting on the new clipper *Samuel Russell* at the time of her launching, said: "The external appearance of the vessel is strikingly beautiful; her great length, towering and well proportioned spars, her sharp bows and clean, graceful run, give her a dashy man-of-war air." Cutler, in GREYHOUNDS OF THE SEA, says that the *"Russell* was undoubtedly

one of the best examples of marine architecture then in existence" and that "she won and kept the love of men who sailed on her."

The *Samuel Russell,* like the *Houqua,* also designed by Captain Palmer, shows a certain kinship to the best of the Western Ocean packets, but she had much finer entrance lines and more deadrise than the later and most successful Dramatic Line sailing packets. This intentional lower coefficient of the area of the midship section was deliberate because of the unusual amount of close-hauled sailing in light variable airs in the China trade. It was well understood by the top-flight of American designers around mid-century that more of a wedge-shaped bottom, rather than a flat floor, was better adapted to a merchant ship in the type of sailing to be expected in the tropics. Most of the American ships that made notable speed records in the China run during the forties and early fifties had a pronounced deadrise and very easy or slack bilge, and this was a feature of the design of the fast British tea clippers built some fifteen or twenty years later.

The *Samuel Russell* left New York on her maiden voyage September 14, 1847, under command of Capt. Nathaniel B. Palmer. On the 87th day out, she passed through Allass Strait and arrived at Hong Kong in 114 days. She returned from Whampoa to New York in the fast time of 83 days. Upon arrival home, Captain "Nat" turned the command of the ship over to his brother Theodore D. Palmer. After making two round voyages in the vessel between New York and China, he was succeeded as master by Capt. Charles Porter Low, who had been in the *Houqua.*

On September 1, 1849, the *Samuel Russell* left Canton and made a remarkable out-of-season run of 90 days to New York. Her time of 64 days on this passage from Java Head to New York or an East Coast United States port has rarely been equaled. (The *Sea Witch,* which is the record-holder, ran from Anjer to New York in 62 days in 1847, and in 1854-1855 the heralded fast passage of the *Panama* between the same points occupied 67 days. The record run from Anjer to London of the *Challenge* in 1852 was of 65 days, and the fast run of the *David Brown* over this same course in 1854 took 69 days.) Upon the arrival of the *Samuel Russell* at New York December 1, 1849 (outer harbor November 30), the owners decided to avail themselves of some of the easy money that could be picked up in the California Gold Rush trade because of the big demand for tonnage and the high prevailing freight rates, even though the *"Russell,"* like the *Houqua,* was designed by Capt. "Nat" Palmer for the China trade and positively not as a Cape Horner.

The *Samuel Russell* "was loaded as deeply as a sand barge." She cleared for San Francisco from New York on January 15, 1850, and sailed from Sandy Hook the next day with 1,200 measurement tons of general cargo aboard, on which the freight list was some $75,000. In the heavy weather experienced soon after getting out in the North Atlantic, the ship lost her binnacle and two large compasses and had to steer by a small boat's compass until, off the Brazilian coast, 29 days out, she caught up with a ship likewise bound to California, from which the *"Russell"* was able to borrow two good instruments. The ship crossed the Atlantic equator 20 days out, was off Rio de Janeiro in 29 days, was spoken when 32 days out in Lat. 32° 11′ S. and Long. 45° W. (well down toward Montevideo), and crossed 50° S. on the 44th day from New York. The *"Russell"* encountered very bad weather, with gales and high seas, off the Horn, and here she took enough water on her decks to make up for her unusual dryness in the China and Cape of Good Hope trade. Captain Low said that, this being his first rounding of Cape Horn, he lost several days because of his inexperience in handling the ship's canvas and was 17 days running from 50° S. Atlantic to 50° S. Pacific. Either head winds or light airs were encountered in the South Pacific, and the *"Russell"* occupied 29 days in her run from 50° S. to the line, which she crossed when 90 days out. She took pilot off the Golden Gate May 5, 1850, after a record passage of 109 days from Sandy Hook.

There was no "race" of sharp-lined clippers to California in 1850 as so many historians have alleged, and the clipper and reputed clipper sailings in the trade were far apart. Only eleven such departures were made from East Coast ports during the 163-day period from November 1, 1849, to April 12, 1850; i.e., one sailing every fifteen days on the average, or only two a month. The following record gives the particulars and performance of ships sailing from any North Atlantic United States port in the time before mentioned, which covered a period of about two and a half months before and three months after the clearance of the *Samuel Russell* from New York to San Francisco on her first of four such westbound Cape Horn passages negotiated during the years 1850-1855.

Name of Ship	Captain	Departure Port	Departure Date	Arrival at San Francisco 1850	Length of Passage in Days: Elapsed Time	Length of Passage in Days: Claimed from Pilot to Pilot	Remarks
REINDEER	Lord	Boston	Nov. 22, 1849	Apr. 2	131	122 net via Valparaiso	800-ton ship built by Donald McKay, East Boston, in 1849.
RUSSELL GLOVER	Ward	New York	Dec. 21, 1849	May 6	136	136	Log reads: "The celebrated ship SAMUEL RUSSELL going in just ahead of us."
GREENPOINT (bark)	Wardle	New York	Dec. 21, 1849	July 8	199	via Valparaiso	500-ton bark built by Jabez Williams, New York, in 1849.
NATCHEZ	Duryee	New York	Jan. 4, 1850	June 3	150	150	524-ton ship built by Webb & Allen, New York, in 1831 as a New Orleans packet.
SAMUEL RUSSELL	Low	New York	Jan. 15, 1850	May 6	111	109	The record passage up to that time.
VALPARAISO	Osgood	New York	Feb. 6, 1850	June 28	142	142	627-ton ship built at Philadelphia in 1847.
JOHN Q. ADAMS	Nickels	New York	Feb. 15, 1850	July 1	136	136	622-ton ship built by Paul Curtis, Medford, Mass., in 1844.
WISCONSIN	Mumford	New York	Feb. 21, 1850	June 24	123	121	925-ton ship built in New York in 1847.
THOMAS WATTSON	Thomas	Philadelphia	Mar. 4, 1850 from Capes	June 25	114 (or 115)	113 from Capes	349-ton ship built by Caleb Goodwin & Co., Baltimore, in 1848.
HOUQUA	McKenzie	New York	Mar. 14, 1850	July 23	131	130	583-ton ship built by Brown & Bell, New York, in 1844.
COHOTA	Gerry	Boston	Apr. 7, 1850	Aug. 13	128	124	691-ton ship built by W. H. Webb, New York, in 1843.

Upon arrival at San Francisco May 6, 1850, the *Samuel Russell* was greeted as a record-breaker and the first ship to make a passage from any North Atlantic port to a California port in better than 110 days. The previous record was held by the Baltimore clipper *Grey Eagle* of 479 tons (built by Abraham & Cooper in 1848), which cleared Philadelphia January 18, 1849, and arrived at the Golden Gate May 18 (she stopped en route for a few hours at Valparaiso) after a passage of 120 days, port to port, and a claimed run of 113 days net at sea. This considers the voyage as commencing when clear of the Delaware Capes and omits the time going in and out of Valparaiso and the brief detention there. The San Francisco press of May 7, 1850, referring to the *Samuel Russell,* the newly arrived "Queen of the Cape Horn clipper fleet," said, "She is one of the most beautiful specimens of naval architecture afloat." After discharging in San Francisco, the *"Russell"* crossed the Pacific to load in China for New York and thus make her first voyage around the world; she was 14 days from San Francisco to Honolulu, thence 37 days to Hong Kong. Sailing from Whampoa October 30, 1850, the ship made the best run of the year from China and arrived at New York on January 27, 1851, after a passage of 88 days to Sandy Hook. She ran from Anjer to New York in 70 days and from the equator to New York in the record time of 17 days. (The best all-time runs between the points were made by the *Comet* with 15 days in 1854 and the *Swordfish,* 16 days in 1860.)

Voyages 5 and 6 of the *Samuel Russell* were in the New York-China trade under the command of Capt. Joseph Limeburner, as Captain Low was appointed master of the new clipper *N. B. Palmer.* The year 1851 saw two ships perform the unusual feat of appearing twice within the year at New York with Canton teas. The bark *Candace* of 398 tons (built at Warren, R.I., in 1845 for Bucklin & Crane, New York), under Captain Arquit, just "sneaked in under the

wire" to gain this honor with a December 29, 1851, arrival in New York after an absence of nine months and five days, which was not fast work. The *Samuel Russell,* on the other hand, had arrivals in New York on January 27 and October 20, 1851, and the latter arrival ended a fine out-of-season passage of 102 days after an absence of only seven months and seven days. On the 1851-1852 voyage of the *"Russell"* in the China trade, she ran out to Hong Kong in 92 days. (She was only 19 days 20 hours from New York to the equator and passed through Allass Straits on the 68th day—a very fast run.) She returned in 95 days (with a run of only 70 days from Anjer to New York), after which she was put into the California service (her Voyages 7, 8, and 9), and she made three consecutive passages from New York to San Francisco during the period from August 12, 1852 (New York), to June 13, 1855 (San Francisco).

On her second westward Cape Horn passage, the *Samuel Russell* (Captain Limeburner) cleared New York on August 12, 1852, left Sandy Hook August 13, and arrived at San Francisco on December 9 after an eventful passage in heavy, stormy weather of 118 days. This was a very fast run, considering the conditions and handicaps encountered. When ten days out, the ship lost her fore and main yards and, off the Plate, again lost a main yard and sustained damage to the rudderhead. The fast clipper *R. B. Forbes* (757 tons; built by Samuel Hall, East Boston, in 1851) cleared New York in command of Capt. J. C. Ballard as the *"Russell"* dropped her pilot off the Hook, but the *"Forbes"* steadily fell behind and sailed through the Golden Gate on December 17; i.e., eight days after the *"Russell"* had anchored in San Francisco Bay. The *Golden Fleece* (968 tons; built by Paul Curtis in 1852 for Weld & Baker), another Boston clipper with a reputation for speed, under command of Captain Freeman, left Boston three days after the *"Russell"* dropped her pilot at New York and reached San Francisco on January 4, 1853, after a passage of 141 days, or twenty-three days longer than the run of the *"Russell."* Continuing on her second voyage around the world, the *Samuel Russell* made a transpacific passage of 50 days from San Francisco to Shanghai, sailed from Whampoa April 10, 1853, and arrived at New York July 22 after a passage, in unfavorable weather, of 103 days.

Voyage No. 8 commenced by a clearance from New York October 5, 1853, and on January 15, 1854, the *"Russell,"* 102 days out from Sandy Hook, was within 200 miles of the Golden Gate; here the ship was delayed by fog, and she did not drop her anchor in San Francisco Bay until January 20 after a passage of 106 days (elapsed time, clearance to entry, 107 days). During this passage, the *"Russell"* was only 16 days from Cape St. Roque to Lat. 50°S. Atlantic, which time has never been beaten in the history of sail.

The following record shows the sailing performance of the eleven clipper ships leaving Atlantic Coast United States ports for California between September 20 and October 20, 1853 (i.e., fifteen days before and fifteen days after the date of clearance from New York of the *Samuel Russell*):

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	Claimed
MORNING LIGHT; 1853; 938	Johnson	William Cramp, Philadelphia	Philadelphia	Sept. 26	Feb. 9	136	136
N. B. PALMER; 1851; 1,400	Low	Westervelt & Mackey, New York	New York	Sept. 27	Jan. 26	121	121
BALD EAGLE; 1852; 1,704	Caldwell	Donald McKay, East Boston	New York	Oct. 1 (stated also as Oct. 2)	Jan. 25	116	115
KINGFISHER; 1853; 1,286	Crosby	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 3	Jan. 25	114	114
MORNING LIGHT; 1853; 1,713	Knight	Tobey & Littlefield, Portsmouth, N.H.	Boston	Oct. 3	Feb. 11	131	131
EUREKA; 1851; 1,041	Whipple	J. A. Westervelt, New York	New York	Oct. 4	Feb. 6	125	123

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	Claimed
SAMUEL RUSSELL; 1847; 957	Limeburner	Brown & Bell, New York	New York	Oct. 5	Jan. 20	107	106
PAMPERO; 1853; 1,375	Coggins	Charles Mallory, Mystic, Conn.	New York	Oct. 9	Jan. 25	108	108
NEPTUNE'S CAR; 1853; 1,616	Forbes	Page & Allen, Portsmouth, Va.	New York	Oct. 15	Feb. 9	117	115 (also 116)
SAMUEL APPLETON; 1849; 781	Young	Paul Curtis, Medford, Mass.	Hampton Roads, Va.	Oct. 16	Feb. 21	128	128
SAMUEL LAWRENCE; 1851; 1,080	Patten	Paul Curtis, Medford, Mass.	Boston	Oct. 19	Feb. 23	127	127

The *Samuel Russell* continued on her third voyage around the world, crossing the Pacific from San Francisco to Hong Kong; she loaded at Foochow, sailing August 24, 1854, and reached New York on December 7 after a passage of 105 days.

The *"Russell"* cleared New York, with Capt. Samuel Yeaton in command, on February 16, 1855, to commence her Voyage No. 9 and the fourth and last voyage completely around the world. The ship took her pilot off the Golden Gate on June 12, 1855, and was at her dock in San Francisco the next day after a good passage of 116 days. She was beaten by the crack extreme clipper *Flying Cloud* from four to five days on the passage and by Samuel H. Pook's beautiful *Herald of the Morning* by sixteen days. Among the well-known clippers defeated by the *Samuel Russell* on this passage were the *Winged Racer* by four days, the *Dashing Wave* by five days, the *Witchcraft* by ten days, the *Phoenix* by eleven days, and the *Polynesia* by seventeen days.

A comparison of this last passage of the vessel around Cape Horn with the runs of all other clipper ships sailing from Atlantic Coast United States ports between January 15 and March 16, 1855 (sixty days), a month before and a month after the sailing of the *"Russell,"* is of interest:

Number of clipper ship sailings during the period	27	
Average length of twenty-six completed passages	133	days
Shortest passage, port to port, HERALD OF THE MORNING (reported 99 days 12 hours, pilot to pilot)	101	days
Longest passage, port to port, KEYSTONE. (Sailed from Boston and put back into New York for repairs. Claimed a passage of 150 days at sea from New York to San Francisco.)	290	days
Number of the twenty-six completed passages shorter than the 116-day run of the SAMUEL RUSSELL (117 days elapsed time, clearance to arrival)	5	
Number of the twenty-six completed passages longer than 120 days	20	
Number of the twenty-six completed passages longer than 130 days	8	
Number of the twenty-six completed passages longer than 140 days	5	

The *Samuel Russell,* continuing her voyage, went from San Francisco to Hong Kong via Honolulu and sailed from Foochow for New York. The journey down the China Sea against a strong monsoon was "a long and eventful passage" of 43 days to Anjer, and the vessel, being badly battered by typhoons and high seas, sprang a leak. Head winds and adverse sailing conditions continued in the Indian Ocean, resulting in a slow run of 123 days to New York, where the *"Russell"* arrived on January 12, 1856.

The subsequent voyages of the *Samuel Russell* were all in the New York oriental (Chinese or Japanese) trade. In 1857 she ran out to Hong Kong in 96 days; returning, she left Foochow in August, against the monsoon, and was 49 days to Anjer, but she was only 78 days from there to New York. In 1858 the ship went out to Hong Kong in 101 days and made a run home from Foochow in 95 days, which time she equaled on her passage of the following year. In 1861, with Captain Winchell in command, she was 94 days from Hong Kong to New York and in 1863 only 89 days from Foochow home. In the winter of 1865-1866, the *"Russell"* ran from Yokohama to New York in only 103 days, going from the Japanese port to Anjer in 23 days and thence 80 days home.

On November 23, 1870, the *Samuel Russell* (Capt. Frederic G. Lucas), still owned by A. A. Low & Bro., was wrecked on a reef in the Gaspar Straits. Her career came to an end, through no fault of her own, after a most successful and profitable sea life of over twenty-three years. The wreck was sold for $370, and the underwriters recovered about $1,800 from the cargo.

The third ship built by the partnership of A. A. Low & Bro. and Capt. "Nat" Palmer—the *Oriental*—was launched by Jacob Bell on August 4, 1849, from the Brown & Bell shipyard (at the foot of Stanton Street), New York, which had constructed the *Houqua* in 1844 and the *Samuel Russell* in 1847. The *Oriental,* which is a historic vessel, registered 1,003 tons, or 46 tons more than the *"Russell,"* and was 11½ ft. longer, 1½ ft. beamier, and 1 ft. deeper than that ship. When fully equipped and ready for sea, her cost was stated at $70,000; i.e., about $70 per registered ton. Built of white and live oak, the *Oriental* was designed for the China trade. Her model was quite similar to that of the *Samuel Russell,* and each ship should be classed as a medium clipper. Neither had the excessively sharp lines or long spars of the extreme clippers of the early 1850's. By the middle of the 1840's, New York had won from Boston the position of commercial leadership in the China trade, and throughout the forties, New York shipowners were more progressive than those of Boston or any other American port in seeing the possibilities in the China trade and in building bigger and faster ships for that service. New York had been building ships of gradually increasing fineness of model and striving to obtain more speed in its vessels designed and constructed for the China trade. Historians tell us that when the *Oriental* was launched (August 4, 1849), she was the largest clipper ship built up to that time and that she retained that honor until the *White Squall* was put in the water in July 1850. This is incorrect, for the *Memnon,* built in 1847 by Smith & Dimon, New York (builders of the clipper ships *Rainbow* and *Sea Witch*), was of 1,068 tons, or 65 tons larger than the *Oriental.* Palmer and the Lows were not impressed by Griffiths' advocacy of extreme sharpness, hollow, or concave, bow lines, with a low block coefficient and small displacement, and "overloading the canvas"; neither did they see eye to eye with the Boston shipowners who maintained the position that speed would not pay when obtained at the expense of cargo-carrying capacity. Palmer and the Lows were practical men. They desired speed and lots of it, and they built their ships to sail fast. They sought to maintain a reasonably good cargo-carrying capacity, have excellent seagoing and seaworthy properties, carry a moderate but not a large crew, and keep the sail spread within bounds, so that the repair and maintenance expense would not get out of hand and eat up a lot of the profits. The *Oriental* was a sort of compromise moderate, or medium, clipper. When completed in the fall of 1849, she was Capt. Nathaniel B. Palmer's and A. A. Low & Bro.'s idea of what a ship should be for trading between any East Coast United States port and the Orient by way of the Cape of Good Hope. The New York press of August 6, 1849, said: "She is a splendid vessel for the China trade. . . . Her model gives promise that she will be both a safe and fast ship." The same press report referred to her commander, Captain Palmer, as "a gentleman likely to do the *Oriental* justice in both respects, being known as a cautious and enterprising officer."

Capt. "Nat" Palmer took the *Oriental* out on her maiden and "shake-down" voyage, and this was his last long voyage as commander. She cleared New York September 14, 1849, and reached Hong Kong on January 1, 1850, after a passage of 109 days. Returning, she was benefited by better sailing conditions than were experienced on the run out. She romped home in only 81 days, leaving Whampoa January 30, 1850, passing Anjer February 10, and reaching New York April 21; the record shows 70 days from Anjer and 42 days from off the Cape of Good Hope. This fast run of the *Oriental* on the homeward passage of her maiden voyage has been rightly called "a proud and fitting climax to the career of one of the most worthy representatives of the old sailing ship days."

Captain "Nat's" younger brother, Theodore D. Palmer, took out the *Oriental* on her second voyage, made history, and, it has been said, "wrote a new chapter in America's foreign relations." Sailing from New York on May 19, 1850, the ship crossed the Atlantic equator 25 days out. She logged 3,904 nautical miles, with 264 miles as the best day's run, between Sandy Hook and the line. On the 45th day out, the *Oriental* was at the meridian of the Cape of Good Hope, with the best day's run south of the equator in the Atlantic being 300 miles. During June 19-July 21, a period of thirty-three days, the ship sailed 7,890 nautical miles—an average of 239 miles per day and 10 knots per hour; for the eleven days between July 10 and 21 (and from Lat. 42° S.,

Long. 31° E. to Long. 97° E.), she covered 2,906 miles—an average of 264 miles per day and 11 knots per hour (best, 302 miles, or 12.6 knots; poorest, 228 miles, or 9½ knots). The *Oriental* passed St. Paul's on the 58th day and entered Prince's Straits July 29 after a run of 71 days, during which she had sailed 14,521 miles by observation—an average of 204½ miles per day and over 8½ knots per hour. She arrived at Hong Kong on August 8, 1850, after an all-time record-making passage of 81 days.

This 81-day passage of the *Oriental* from New York to Hong Kong has never been equaled in the history of sail. It completed a round voyage, Hong Kong to New York and return to Hong Kong, in 6 months and 9 days, or 190 days, with 162 days under canvas at sea (another all-time record) and 28 days of detention at the home port for cargo discharging and loading, conditioning, provisioning, etc., signing on a new crew, changing the command, etc. This 81-day outward passage of the *Oriental* is shorter by several days than the all-time record from any British (or European) port to China, although, because of the prevalence of fair winds from England to the equator, the run from the English Channel to the South Atlantic (on the course to China, India, Australia, California, or South Africa) is known by experience, and is proclaimed by scientists, to be much shorter in days of sailing than the passage from any East Coast or Atlantic North American port. In referring to the outward passage of the *Oriental* on her second voyage, the New York HERALD of November 8, 1850, said:

> The ship *Oriental,* owned by A. A. Low & Brothers, made the trip to Hong Kong from this port, in less than eighty-one days. Her average speed on the voyage was two hundred miles a day. Her greatest speed in one day was three hundred and two miles. For thirty-three days in succession she averaged two hundred and thirty-nine miles per day, and in twelve days she ran 3119 miles—equal to two hundred and fifty miles per day.
>
> She has secured a freight to London at £6 per ton, which is from two to three pounds per ton more than other vessels are receiving.

It is surprising how some of these all-time records of New York (and, later, of Down East) ships were either virtually ignored or promptly forgotten by Boston (and Massachusetts) shipowners, ship captains, the press, and historians. Only seven years after the record-making "less than 81-day" passage of the *Oriental* between New York and Hong Kong, Capt. William Cole of the Boston-built and owned clipper ship *Nabob* of 1,246 tons (length 193 ft., beam 38 ft., depth 24 ft.; launched January 21, 1854, by John Taylor at Chelsea, Mass., for William Appleton & Company, Boston) claimed a record passage for his ship of "84 days," which, incidentally, on the usual basis of computation in regard to times, makes his passage 85 days 22½ hours (or 85 days 4½ hours if we deduct an 18-hour stop at Anjer) as against the *Oriental's* 80 days 22 hours, pilot to anchor. The *Nabob* left Sandy Hook at 6:00 P.M., April 22, 1857, and reached Hong Kong at 4:30 P.M., July 17. Captain Cole wrote in his log and gave the entry wide publicity: "This is the shortest passage on record between the United States or Europe and any port in China. Dist. 17532.—daily av. 208.71—8.69 miles per hour. July 5th up with Java Head 74 days from New York." This was very fine sailing and was a summer run (i.e., April-July), but the passage was four or five days slower than the record run of the *Oriental* made in the summer of 1850 (May-August).

The arrival of the *Oriental* at Hong Kong August 8, 1850, occurred at a most auspicious time in the history of deep-sea trade. In 1849 the British Government, in a desperate determination to place British shipping ahead of American, in quality as well as quantity, repealed the old Navigation Laws. Up to that time, British trade with British possessions in the East and West Indies could be carried only in British ships, and the products of America, Africa, and Asia could not be imported into the British Isles from any foreign country; moreover, certain goods of European origin could enter Britain only in British vessels or in ships of the country where the goods were produced. Foreign vessels could not engage in British coasting trade or in British trade generally and could not be given free registry if they were purchased by British shipowners. The British Navigation Laws of 1849 removed many time-honored restrictions, and one provision drew reciprocal action from the United States. This was an amendment that opened the "indirect" British and colonial trade to the merchant carriers of other nations. On October 15, 1849, Secretary Meredith, of the United States Treasury Department, issued the following order:

> First. In consequence of the alterations of the British navigation laws, British vessels from British or other foreign ports will (under our existing laws), after the first of January next, be allowed to

enter any port with cargoes of the growth, manufacture or production of any part of the world.

Second. Such vessels and their cargoes will be admitted from and after the date before mentioned on the same terms as to duties, imposts and charges as vessels of the United States and their cargoes.

This circular of instruction to United States customs officers made maritime reciprocity complete for the first time between the United States and Britain, its chief maritime competitor. Moreover, it stripped our sailing ships and unsubsidized steamships of the last vestige of government protection. Britain had been extremely tardy in accepting our reciprocity "olive branch" of 1828 and had waited until the situation had changed to its advantage. British merchants, according to the new law, were permitted to buy American ships, and British shipbuilders declared that their business would be ruined; but English statesmanship, as usual, held something "up its sleeve" and, in two ways, played a subtle game to prevent America's becoming the shipyard of Britain: (1) The British Lloyd's—a great maritime insurance monopoly—promptly stepped to the defense of British shipyards and condemned the locust treenails of American high-class vessels, thus forcing every British merchant who bought a ship built in the United States to refasten her before she could secure proper insurance. This unwarranted and partisan, or "patriotic," discrimination of Lloyd's operated to nullify the act of Parliament. (2) The British Government, being convinced that Britain could never compete with America in the building of wooden ships and being well aware that practically all the timber used in constructing wood ships in any part of the British Isles would have to be imported, decided that, as England was favored and in a preferential position in regard to iron and coal and the working of such natural resources, drastic steps should be taken to substitute iron for wood as a shipbuilding material and that further emphasis be placed upon and encouragement given the development of iron steamers—preferably with screw propellers.

The action of the British in making it possible by law for British shipowners to acquire American-built wood ships of a quality superior to the product of British shipyards—and this at a very pronounced saving in price—did not, in fact, operate to increase the sales of American ships. The following figures show the sales of American floating tonnage on foreign account per annum for the various years:

Average annual sales for the four years 1846-1849 inclusive	13,244 tons	Sales during 1852	17,921 tons
Sales during 1850	13,468 tons	Sales during 1853	10,035 tons
Sales during 1851	15,247 tons	Average annual sales for the four years 1850-1853 inclusive	14,168 tons

Average annual sales of United States-built ships on foreign account for the four years 1826-1829 inclusive ..... 15,452 tons

It appears, therefore, that the passage of the British "Free Ship" Act, instead of increasing the sales of United States-built ships to the British, actually operated, because of the arbitrary decrees of the "Almighty" British Lloyd's, to reduce materially the volume of sales. By 1853 the American tonnage sold on foreign account had decreased to only 65 per cent of the yearly average before the repeal of the British Navigation Laws not only permitted American ships to enter all trades to the United Kingdom but also permitted British merchants to buy, own, and operate in British trade vessels built in the United States. It is no wonder that the astute Englishmen in London chuckled over the way "Britannia had fooled Uncle Sam."

British shipowners, utilizing the patriotic appeal, the press, and British public opinion with merchants at home and abroad, kept American ships out of British trade for some months. By the middle of 1850, however, the demand of merchants in the China tea trade was for more speed, and the Canton agents were told to ship teas to London "in the best and fastest available ships without respect to nationality or register" and "pay the rates required to get higher speed and better shipments than we have been getting during recent years." We are told by British historians that the fine record-making outward passage from New York to Hong Kong of the American clipper *Oriental* created a sensation among British merchants engaged in the tea trade and that "three of the biggest tea firms of England gave their agents orders to secure the *Oriental* at any price" for a passage, tea laden, to London. At Hong Kong, the agents of the *Oriental* were Russell & Company (of which firm members of the Low family had been associated). Whereas the *Oriental* had been originally booked to return to New York direct from Hong Kong, they

arranged "a switch in committed business" and, in the interest of the owners, decided to accept one of the offers made and charter the ship for a passage carrying tea to London at "the unprecedented high rate of £6 sterling per measurement ton of 40 cubic feet." When this deal was made, a fleet of British ships (including some of the best that had been in the trade and heretofore enjoyed a monopoly in it) were lying in wait for tea and offering space at £3-10-0 per ton of 50 cubic feet, or 46.6 per cent of the price that the shippers paid for the privilege of carrying their teas on a fast and well-built American clipper ship. We are told that the agents and command of the *Oriental* considered that a freight rate of £6 per standard American measurement ton was "ample inducement for the ship to be diverted from her projected return to New York." She loaded 1,618 tons and obtained £9,706, or some $47,200, freight money. The contemporary press said that the run of the *Oriental* from Hong Kong to London with a "highly remunerative" load of British tea gave the ship $48,000 freight money, which was equivalent to seven-tenths of her original total cost and was earned in about three months' time.

Historians tell us that the *Oriental* was the first American ship to load in China for London direct under the new British regulations of trade. This is not correct. The *Oriental* was the first American (or foreign) ship to deliver a cargo at a British port from China following the repeal of the British restrictive Navigation Laws, but she was not the first American ship to load at or sail from a China port for England; that honor belongs to the little bark *Jennette* of 248 tons (length 105 ft., beam 27 ft. 6 in., depth 9 ft. 8 in.), built at Saybrook, Conn., in 1847 for Charles Peterson, New Haven. She sailed from Whampoa for London with tea (also secured with a good premium over the rates paid British ships) on August 25, 1850, or two days before the *Oriental* cleared and three days before the bigger clipper sailed from the same port en route for the same destination. The following record shows the three August 1850 pioneer sailings of American ships from a Chinese port for Britain and the September sailing of the *Roman:*

Name of Ship	Captain	Tonnage	Year Built	Builder	Sailed from Whampoa, China 1850	Arrived at London	Length of Passage in Days
JENNETTE	Ward	248	1847	Saybrook, Conn.	Aug. 25	Jan. 20, 1851	148
ARGONAUT	Nott	575	1849	Samuel Lapham, Medford, Mass.	Aug. 27	Dec. 17, 1850*	112 (stated also as 107)
ORIENTAL	Theodore D. Palmer	1,003	1849	Jacob Bell, New York	Aug. 28	Dec. 3, 1850	97
ROMAN	Putnam	775	1850	George Raynes, Portsmouth, N.H.	Sept. 11	Jan. 17, 1851	128

* Cutler says that the arrival date was Jan. 17, 1851, which would make a passage of 143 days. This checks with the departure dates from London back to Hong Kong, which were Jan. 14 for the ORIENTAL and Feb. 27, 1851, for the ARGONAUT. It seems incredible that the ORIENTAL would be discharged, dry-docked, loaded, and "turned around" in London in 42 days and the ARGONAUT require 72 days. Therefore, the date of the arrival of the ARGONAUT in London of Jan. 17 (as stated in certain records and used by Cutler) may be correct; this date of sailing would give a port detention of 41 days as against 42 days for the ORIENTAL.

The *Jennette,* we are told, had rather full lines, but she "spread a cloud of canvas." She is credited with making some "excellent passages." The *Argonaut* was a typical Boston-built China packet of the late forties. Howe and Matthews, the Massachusetts marine historians, classify the ship among the clippers. While stating the date of her departure from Whampoa and her passing Anjer, they do not give the arrival date in London, but credit the vessel with a run of 32 days from Whampoa to Anjer, "thence 76 days to London, with a total of 107 days," which does not check with the published arrival date at the British port.

The *Roman,* according to available British records, reached London January 17, 1851, after a passage of 128 days from Canton (or Whampoa) and 102 days from Anjer. However, the ship's log and Capt. William E. Putnam's records give the departure as September 13, 1850, from Macao, a beat down the China Sea of 25 days, the departure from Anjer as 1:00 P.M., October 8 (following which the ship ran 1,758 miles in seven consecutive days—an average of 251 miles per day and about 10½ knots); she reached Scilly Islands December 26, 1850, "75 days from Anjier and 100 days from Canton." The difference between the London and the ship's records is

significant. If the British figure of arrival of the *Roman* at London is correct, then, because of a series of delays in beating up the English Channel, rounding the English southeast coast, and going up the Thames by sail and tow to the London dock, the journey from the Scilly Islands to final destination occupied 22 days, or over three weeks—which it is difficult to believe. British ships often timed their departure and arrival on long voyages (particularly in the Australian run to and from London) from the Scilly Islands or some other English Channel point. The *Roman,* like the *Argonaut,* whereas generally classed as a clipper, was merely a fast-sailing Canton trader of rather full model, carrying a good sail spread, and of the same general type as the bigger *Wisconsin* (925 tons; built in New York in 1847). The latter vessel was one of the eight American ships participating in the British China tea trade that cleared Canton (or Whampoa) during the period August 25-December 14, 1850. Sailing on December 4, 1850, ninety-eight days after the *Oriental* and in a more favorable season, she had the distinction of making a fast run to London of only 99 days—only two days longer than the record passage of the *Oriental.* Sailing against the monsoon—a strong southwester—and beating down to the Straits, the *Oriental* made Anjer in 21 days (as against 32 days for the Boston medium clipper ship *Argonaut,* built at the same time). She passed the Lizard 91 days out (70 days from Anjer) and hauled into the West India dock, London, December 3, 1850, 97 days from Hong Kong (or Whampoa) and 76 days from Anjer—the fastest passage from China to England up to that time. Notwithstanding the fifteen-day longer passage of the *Argonaut* from Hong Kong to London, we are told that "she beat the Aberdeen clippers *Countess of Seafield* and *Reindeer* and all other vessels leaving China for England about the same time with the exception of the American clipper *Oriental.*" The *Countess of Seafield* was of 450 tons and the *Reindeer* of 328 tons. Lubbock credits them with passages "under 110 days from Whampoa to some English Channel point." (The records of British historians consider this the same as an "arrival" at London, although it may be many days of sailing or under tow away from the port of destination.) It is also said that the Aberdeen clipper *Reindeer* was possibly the fastest of the British ships in the China tea trade in 1850 and that, under the command of Capt. Anthony Enright, she was the first vessel to arrive in England with new teas in 1850, "having made the voyage out to China and back in 7 months 28 days." Even if this time —which was heralded in London as "a grand new record"—is correct, it fades into insignificance compared with the *Oriental's* performance over the more difficult course (longer in sea days) from New York to Hong Kong and thence to London—port to port—in 198 days, or 6 months 15 days, of which only 178 days were under canvas and 20 days detention in port (unloading and loading). From September 14, 1849, when the *Oriental* sailed from New York under the command of Capt. "Nat" Palmer, to her arrival at London December 3, 1850, with Capt. Theodore D. Palmer as skipper, the ship had covered 67,000 miles under canvas at sea in 367 days, an average of 183 miles per day and 7⅝ knots.

We are told that the arrival of the first American ship in London bringing tea from China in "an amazing fast time" caused much comment in Britain, the press being replete with articles about her fast passage, her model, and the probable effect that her advent would have on British ships engaged in the trade. "Shipbuilders, particularly those of Aberdeen, were appealed to, to bring out models which could successfully compete with their new rivals, the American clippers. Admiralty surveyors took off her lines while she was in dock [and, of course, passed them on to British shipbuilders to copy]." Basil Lubbock, the British marine historian, in THE CHINA CLIPPERS, after describing the passage of the *Oriental* as one of 97 days from Hong Kong to the dock in London against "a strong S.W. monsoon" in the China Sea, says: "This wonderful sailing caused great excitement in English shipping circles, and all kinds of gloomy notices appeared in the papers, predicting the extinction of the British Mercantile Marine, etc. The Admiralty surveyors were even sent down to take off her lines whilst she lay in the dry dock at Blackwall." Capt. Arthur H. Clark, in THE CLIPPER SHIP ERA, elaborates on the importance of the *Oriental's* appearance in London and her delivery of a record volume of fine Chinese teas, in record time and in perfect physical condition, to a market that absorbed the cargo rapidly. He writes:

> No ship like the *Oriental* had ever been seen in England and the ship-owners of London were constrained to admit that they had nothing to compare with her in speed, beauty of model, rig, or construction. It is not too much to say that the arrival of this vessel in London with her cargo of tea in this crisis in 1850, aroused almost as much apprehension and excitement in Great Britain as was created by the memorable Tea Party held in Boston harbor in 1773.

The whipped-up patriotism of the British press was expressed in such much-publicized statements, addressed English merchants, as: "Be patient. Britain has and always will build better and faster ships than can be turned out by any other country. Britain still rules the waves. Give British shipbuilders and shipowners support and encouragement." Notwithstanding the national prejudice in Britain against anything American, the *Oriental's* performance and appearance so impressed the merchants of London that they promptly chartered the ship for a round voyage from London to China and return. The *Oriental* left London January 14, 1851, experienced bad sailing conditions, passed Anjer 89 days out, and arrived at Hong Kong May 11 after a passage of 116 days. Britain's fastest Aberdeen tea clipper, the *Reindeer,* leaving London in late December 1850, took just two weeks longer than the *Oriental* to make the passage out to China and reached Hong Kong 130 days out from London. The American early clipper *Argonaut*—a much slower ship than the *Oriental*—sailed from London for China on February 27, 1851 (i.e., forty-four days after the *Oriental*) and, favored by better sailing conditions, reached Hong Kong on June 14 (thirty-four days following the *Oriental*) after a fine passage of only 107 days. The round voyage of the *Argonaut* from Hong Kong to London and return had occupied 281 days (9 months 8 days); that of the *Oriental,* 256 days (8 months 14 days).

The *Oriental,* delayed in getting her cargo in China, ultimately loaded at the more distant port of Woosung (850 miles farther up the coast) and sailed on July 16 against the monsoon. She was at the unloading dock in London November 20, 1851, after a passage of 127 days. The *Oriental* was held in London fifty days while awaiting a British cargo for China. She again cleared on January 9, 1852, and reached Hong Kong May 5 after a run of 116 days. The *Oriental* was now through with the British tea trade. Therefore, she went up the coast again and loaded for New York. Clearing Shanghai on September 1, 1852, she passed Anjer on September 29, made a fine run to the South African coast, where she was delayed ten days off the Cape in light winds, and arrived at New York on December 16 after an excellent run, considering the distance and the conditions encountered, of 106 days. Upon her return to New York, the *Oriental* had been absent two days less than two years and seven months, during which time she had made three round voyages between North Atlantic and Chinese ports (one out from New York and two from London and two return to London and one to New York). She loaded only once in the nearer port of Hong Kong and vicinity and twice in the farther upcoast vicinity of Shanghai. Cutler says that during this period the *Oriental* had sailed 97,000 miles "and earned tremendous sums for her owners, and, incidentally, had established new sailing records wherever she went. As she backed her long main yard off the Hook she looked 'as trim as the day she left the riggers' hands,' and as ready to set out for her second hundred thousand miles."

The first clipper ships built in Britain, which were admittedly inspired by—and an attempt to copy—the characteristics of the *Oriental* and other American clippers, except as to the ratio of length to beam, were the *Stornoway* and *Chrysolite,* constructed by Hall, of Aberdeen, in 1850 and 1851, respectively. The *Chrysolite* was modeled from the lines of the *Oriental.* These two pioneer Aberdeen clippers, which incorporated the ideas of American designers and builders in both their plans and construction, were built solely for the China tea trade and followed the British tradition of using ships in this service "not exceeding 500 tons." (A complete record of both American and British ships in the China trade is given in Volume IV of this work, pages 2159-2296.)

Upon the return of the *Oriental* to New York December 16, 1852, after her chartered passages in the Britain-China tea trade and her last run home from Shanghai, the ship was put up for San Francisco and the California Cape Horn run, a trade for which she was not designed and built, but in which she performed splendidly on the only passage that she made in this service. Captain Fletcher relieved Capt. Theodore D. Palmer in command, and on January 27, 1853, the *Oriental* sailed from New York for San Francisco. She arrived on May 7 after a fast passage of 100 days, which was a phenomenal run considering the adverse conditions encountered. When approaching Cape Horn, the head of the foremast was badly sprung, and for three days the ship was forced to reverse her course and sail north by east, with the southwest wind, while temporary repairs were made. From the Falkland Islands in the Atlantic to 50° S. in the Pacific, the *Oriental* experienced very heavy weather—westerly gales and high seas; yet she had sailed so well running south in the Atlantic and north in the Pacific that the ship, when 98 days out of New

York, was within fifty miles of the Golden Gate. Here she was delayed two days by a calm. The *Oriental* completed her only passage between New York and San Francisco sailing westbound, in heavy weather, around Cape Horn in 100 days, and this notwithstanding a loss of six days in the South Atlantic while repairing a sprung mast and a further loss of two days due to calms off the Golden Gate.

This wonderful 100-day passage of the *Oriental* from Sandy Hook to San Francisco has not been given the attention it deserves by historians. Ignoring the handicap of eight days, which under more normal conditions would have made the passage one of 92 days (and this with bad weather experienced when rounding the Horn), the 100-day run of the *Oriental* was the fastest passage made between the similar 100-day passage of the extreme clipper *Contest* (1,099 tons; built by Jacob A. Westervelt, New York, in 1852), which sailed from New York November 16, 1852, and arrived at San Francisco February 24, 1853, and the 99-day passage of the extreme clipper *David Brown* (1,715 tons; built by Roosevelt & Joyce, New York, in 1853), which cleared New York December 13, 1853, and arrived at San Francisco March 23, 1854. Therefore, the westward Cape Horn 100-day passage of the *Oriental* was the fastest run of any ship from any East Coast United States port during a period of thirteen months—and this at the height of the clipper ship era. During this time, 163 clippers, the fastest fleet of ships in the world, sailed over and completed the course. It is of interest to note that all three of the clipper ships making the fastest sailing performances during this thirteen-month period (i.e., the *Oriental, Contest,* and *David Brown*) were owned by A. A. Low & Bro., New York. The following comparative record shows all the clipper ship passages from an East Coast United States port to California with sailings between January 15 and February 15, 1853 (the *Oriental* cleared New York January 26 and sailed on the 27th):

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time from Port to Port	Claimed
LUCKNOW	Plummer	A reputed medium clipper. No data available.	Boston	Jan. 15	June 4		139
ALERT; 1850; 764	Thomas	Metcalf & Norris, Damariscotta, Maine	New York	Jan. 15	June 14		148
MOUNTAIN WAVE; 1852; 633	Paine	Joshua Magoun, Charlestown, Mass.	Boston	Jan. 17	May 28		131
SIMOON; 1852; 1,436	Smith	Jabez Williams, New York	New York	Jan. 19	June 1		132
FLYING ARROW; 1852; 1,092	Treadwell	Isaac Dunham, Frankfort, Maine	Boston	Jan. 20	Dec. 31	345	143 net
					Dismasted and went to New York for repairs.		
WINGS OF THE MORNING; 1852; 915	Lovell	Edwin Achorn, Waldoboro, Maine	New York	Jan. 21	July 23	183	165 net
					Partially dismasted and put into Rio for repairs.		
TYPHOON; 1851; 1,611	Salter	Fernald & Pettigrew, Portsmouth, N.H.	New York	Jan. 22	June 8		133
QUEEN OF THE PACIFIC; 1852; 1,356	Reed	Isaac Ewell, Pembroke, Maine	Boston	Jan. 26	Aug. 9	195	193
					Put into Valparaiso.		
ORIENTAL; 1849; 1,003	Fletcher	Jacob Bell, New York	New York	Jan. 26 (cleared)	May 7	101	100
CARRIER PIGEON; 1852; 844	Doane	Hall, Snow & Co., Bath, Maine	Boston	Jan. 28	Went ashore below San Francisco on June 6—129 days out.		
GOLDEN RACER; 1852; 837	Melcher	J. C. C. Morton, Thomaston, Maine	Boston	Jan. 29	June 9		130
STAR OF THE UNION; 1852; 1,057	Willis	J. O. Curtis, Medford, Mass.	New York	Jan. 29	June 2		123

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time from Port to Port	Claimed
MYSTERY; 1853; 1,155	Peterson	Samuel Hall, East Boston	Boston	Feb. 6	June 25	139	135 net
					Put into Valparaiso.		
NORTHERN CROWN	Lamb	A reputed medium clipper. No data available.	New York	Feb. 8	July 14		154
GOVERNOR MORTON; 1851; 1,430	Burgess	James M. Hood, Somerset, Mass.	New York	Feb. 8	June 11		123
GOLDEN STATE; 1853; 1,363	Doty	J. A. Westervelt, New York	New York	Feb. 8	July 12	154	132 net
					Put into Rio for repairs.		
SWORDFISH; 1851; 1,036	Collins	W. H. Webb, New York	New York	Feb. 12	May 30		107
SEA SERPENT; 1850; 1,402	Howland	George Raynes, Portsmouth, N.H.	New York	Feb. 12 (stated also as Feb. 11)	June 1		109 (stated also as 110)
RELIANCE	Berry	A reputed medium clipper. No data available.	New York	Feb. 12*	Aug. 11		180
SIROCCO; 1852; 1,130	Sanford	W. & G. Gardner, Baltimore	New York	Feb. 15	July 10	145	139

* The GOLDEN LIGHT (Captain Winsor) of 1,140 tons, sailing from Boston also on Feb. 12, was destroyed by fire at sea on Feb. 22, 1853.

Seven clipper ships sailed from East Coast ports during the first two weeks of January. They included such fast sailers as the *Phantom* (1,174 tons; built in 1852), the *Eagle* (1,296 tons; built in 1851), the *Celestial* (860 tons; built in 1850), the *Rattler* (of New York; 1,121 tons; built in 1852), and the big *Tornado* (1,802 tons; built in 1852). The average length of passage of these ships was 121 days. Following the sailing of the Baltimore-built clipper *Sirocco* (1,130 tons) from New York on February 15, which made a passage of 145 days to San Francisco, the clipper *Corinne* left New York under Captain Joyce on February 17. Dismasted, she returned to New York, sailed again on April 28 under a new command (Capt. John B. Stickney), and did not reach San Francisco until October 13, 1853—238 days after the first and 168 days after the second departure from New York. Seven other clipper ships sailed from East Coast ports for California during the last half of February. The average length of these passages was 145 days, of which the fastest were the runs of the *Stag Hound* of 1,534 tons (Capt. Charles F. W. Behm) in 127 days, *Ocean Spray* of 1,089 tons (Capt. Charles A. McLellan) in 135 days, and the *Courser* of 1,024 tons (Captain Berry) in 138 days.

The usual American clipper around-the-world voyage consisted of (1) a run with general cargo to California, (2) a transpacific run in ballast to the Orient, and (3) a run with cargo from there (usually tea and silk from China and occasionally Philippine Island products from Manila) to a North Atlantic port. Continuing her voyage on this route, the *Oriental* made a good passage of 41 days from San Francisco to Shanghai and then went to Foochow to load for New York. She was the first ship to enter the River Min after the port of Foochow was opened to foreign trade. On February 25, 1854, while proceeding, laden, down the river to sea, in charge of a pilot and assisted by native boats, the *Oriental* struck on jagged rocks and sank in deep water. It was said that the tide was strong, a good breeze blowing, and the boats, which had lines to the ship to guide her, did not obey the directions of the pilot. The crew and passengers were saved, but the ship, then five years old and valued at $50,000 (or $50 per ton), and her cargo (valued at $175,000) became a total loss. Cutler, writing of the loss of the *Oriental* in the treacherous "chow-chow water of the River Min," says that the disaster (for which neither the ship nor her command was in any way to blame) brought "to an untimely end one of the finest ships that had ever engaged in the China trade—a trade for which she was specially designed and

remarkably well suited." He adds, "It is regrettable that she could not have completed this passage to London with a moderately favorable monsoon, in order to afford a basis of comparison with her previous record of 97 days against it."

The fourth clipper ship built by the partnership of A. A. Low & Bro. and Capt. Nathaniel B. Palmer was the historic *N. B. Palmer,* named in honor of Captain "Nat," who had much to do with her design. The ship was built and rigged at the Westervelt & Mackey, New York, yard under Captain Palmer's personal direction. The *"Palmer,"* whereas intended for the China trade, was built with other trade routes also in mind. She was large (1,400 tons) for the oriental, Cape of Good Hope, and Indian Ocean route. A New York contemporary newspaper description of the *N. B. Palmer* said in part:

> The proportions of the *N. B. Palmer* . . . will be admired by those versed in the art of marine construction, more especially by those experienced old salts, who well understand the necessity, in heavy weather, of a ship having not only buoyancy in her mid-ship-body, but are also aware of the fatal fallacy of having little or no buoyancy in the after body. We have examined several vessels in this port lately, which although extolled as pattern ships, may—like those of the British navy, built by Sir Wm. Symonds, late surveyor of the R.N.—disappoint their most sanguine admirers. . . . The *N. B. Palmer* must be acknowledged, up to the present, one of the most perfect specimens of naval architecture seen in this port.

It would seem that Captain Palmer introduced certain features of the North Atlantic Dramatic Line sailing packets, in a mild form, into the design of the *"Palmer"* in his desire to obtain a ship of great seaworthiness and ability to traverse certain difficult and turbulent trade routes as well as a good ship to sail in the oriental and more tropical and light-wind trades. The lower masts were made masts well banded, or hooped, with iron because of the difficulty of obtaining single sticks without sap.

The *N. B. Palmer* was first put in the California-China run, in order to get the benefit of the high freight rates in effect due to the Gold Rush. Efforts were made to get Captain "Nat" to take command of the *N. B. Palmer* on her maiden voyage as he had the *Houqua, Samuel Russell,* and *Oriental,* but he declined to go to sea again. Capt. Charles Porter Low, who had been master of the *Houqua* and *Samuel Russell,* was placed in charge of the new ship. He made a splendid record with her, keeping the command (except on three different occasions when he remained ashore for one voyage) until the ship's arrival in New York from China in February 1873. Capt. Charles Porter Low (a brother of the members of the firm of A. A. Low & Bro.) was born in 1824 at Salem, Mass., but in 1834 moved with his parents to Brooklyn, N.Y. In 1842 he went to sea and shipped before the mast on the *Horatio* of 470 tons, a Grinnell & Minturn ship, which made a splendid record in the New York-China trade. (She made a passage of 98 days in 1834 and a round-voyage record of 8 months and 20 days in 1843, and she reported "four successive out-of-season passages to and from Canton in the average time of 104 days.") Young Low then served as ordinary seaman on the transatlantic sailing packet *Toronto* of 631 tons (Capt. Robert Griswold) and was an able seaman on board the fast Newburyport-built coffee trader *Courier* of 381 tons, owned by Andrew Foster, New York, which, under Capt. William Wolfe, made so many fine runs between Rio de Janeiro and New York. Charlie Low, who worked from the bottom up, was third, second, and then first mate on the *Houqua* under Nathaniel B., Alexander, and Theodore D. Palmer. At the age of twenty-three, Captain Low took command of that ship and, later, of the *Samuel Russell* before moving to the *N. B. Palmer* as skipper in 1851, when twenty-seven years of age. "Low with the *Palmer"* held a position of prominence in the Orient for a long term of years. When A. A. Low & Bro. decided to sell the ship, Capt. Charles P. Low's reputation and fortune were inseparably connected with her. It is said that for over twenty years the combination was unequaled for popularity in the ports of Hong Kong and Shanghai. In 1863 even the British honored the *N. B. Palmer* and her captain over all other British, American, and foreign ships as the finest ship in Hong Kong Harbor during the celebration of the birthday of the Queen of England. The *N. B. Palmer* has been described as "perhaps the most famous ship built in the Westervelt yard" at New York. She was kept in splendid physical condition—in both fundamentals and externals—under Capt. Charles Porter Low, who was in her until she was sold to go under foreign registry in 1872, when twenty-one years old. During her lifetime, under the ownership

and management of the Lows and while under the command of Charles P. Low, the *N. B. Palmer* was known in oriental waters as "the Yacht." Capt. Arthur H. Clark says, "With her nettings in the tops, brass guns, gold stripe, and her lavish entertainments on the Fourth of July and Washington's Birthday, she well deserved the title." Captain Clark refers to her captain as "a princely host." Captain Low retired in 1873, when forty-nine years old, and died at Santa Barbara, Calif., February 22, 1913, just forty years later, at the age of eighty-nine years.

The *N. B. Palmer* cleared New York to commence her maiden voyage on May 6, 1851. She was 23 days to the line, 48 days to 50° S. Atlantic, 66 days to 50° S. Pacific, 88 days to the equator, and 18 days thence to the Golden Gate. She completed a fast sea voyage of 106 days and, with an entry at San Francisco on August 21, a total length of recorded passage of 107 days, port to port. The following record shows the performance of the *"Palmer"* on this her first westward passage of Cape Horn comparatively with that of all the other clipper ships that sailed from an East Coast United States port during the months of April and May 1851:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1851	Length of Passage in Days	
			Port	Date 1851		Elapsed Time	Claimed
GAME COCK; 1850; 1,392	Hollis	Samuel Hall, East Boston	New York	Apr. 3	Oct. 5 Put into Rio for repairs.	185	129 net
WITCHCRAFT; 1850; 1,310	Rogers	Paul Curtis, Chelsea, Mass.	New York	Apr. 4	Aug. 11 Put into Rio for repairs.	129	108 net (claimed 103)
EUREKA; 1851; 1,041	Auchin-closs	J. A. Westervelt, New York	New York	Apr. 26	Oct. 17 Put into Valparaiso for repairs.	174	171 net
N. B. PALMER; 1851; 1,399	Low	Westervelt & Mackey, New York	New York	May 6	Aug. 21	107	106
SOUTHERN CROSS; 1851; 938	Stevens	E. & H. O. Briggs, Boston	Boston	May 8	Sept. 22	137	136
MERMAID (bark); 1851; 533	Smith	Samuel Hall, East Boston	Boston	May 12	Oct. 18 Put into Pernambuco for repairs; detention not stated.	159	
WITCH OF THE WAVE; 1851; 1,498	Millet	George Raynes, Portsmouth, N.H.	Boston	May 20	Sept. 20	123	123

An incident that attracted a great deal of attention and led to complimentary remarks by the San Francisco marine fraternity was the sailing of the *N. B. Palmer* to her specified wharf and berth and the mooring of the fully laden ship without towboats or any outside assistance whatsoever. According to Captain Palmer's REMINISCENCES, the pilot anchored the *"Palmer"* in the stream on August 21, 1851, and refused to respond to the request of the agents to bring her up to the discharging dock. Captain Low, "assuming all responsibility, hove up the anchor, set all sails including skysails, and on the ebb tide, with a light wind abeam," moved the ship along until close enough to the wharf, when the main yard was backed, and the ship was brought alongside the wharf "with scarcely a jar." We are told that "the assembled crowd cheered most heartily and the feat was long remembered as the prettiest piece of seamanship ever done in San Francisco."

After unloading, the *N. B. Palmer* crossed the Pacific in ballast and continued her voyage around the world by way of Shanghai and Hong Kong; thence to New York via the Cape of Good Hope. On this voyage, the *"Palmer"* established a sailing record down the China Sea by running from Shanghai to anchorage in Hong Kong—a logged distance of 846 miles—in 75 hours and substantially beat by many hours the best time of the fastest steamers operating between the two ports as late as the seventies. Sailing from Canton on January 9, 1852, the *N. B. Palmer* made an extremely fast run of 84 days to New York, arriving at her home port April 2 and beating the *Flying Cloud* (which had sailed three days before her) by ten days on the run.

The *N. B. Palmer* cleared New York on May 22, 1852, to commence her second voyage around the world sailing west via Cape Horn. The passage to San Francisco was an eventful one, full of action and drama, satisfaction and disappointment. The following record shows all the

clipper ship sailings from East Coast United States ports from May 4 to June 12 inclusive—a period of forty days:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1852	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	Claimed
ANTELOPE; 1852; 1,186	Shinn	Perrine, Patterson & Stack, New York	New York	May 8	Oct. 10	155	149
BEVERLY; 1852; 676	Jenkins	Paul Curtis, Medford, Mass.	Boston	May 10	Oct. 1	144	144
FLYING CLOUD; 1851; 1,782	Creesy	Donald McKay, East Boston	New York	May 14	Sept. 6	115	113
HIPPOGRIFFE; 1852; 671	Howes	Shiverick Bros., East Dennis, Mass.	Boston	May 17	Oct. 20	156	155
GAZELLE; 1851; 1,244	Dollard	W. H. Webb, New York	New York	May 18	Oct. 1 (in collision off Horn; lost bowsprit)	136	135
N. B. PALMER; 1851; 1,399	Low	Westervelt & Mackey, New York	New York	May 22	Sept. 29 (reported at Valparaiso ten days; also four days)	130	120 net; also 126 days
JOSEPHINE; 1852; 947	Jameson	Samuel Hanscomb, Jr., Eliot, Maine	New York	May 25	Oct. 19 (at Valparaiso Aug. 22-25)	147	144 net
STILWELL S. BISHOP; 1851; 595	Turley	William Cramp, Philadelphia	Philadelphia	May 27	Sept. 30	126	121
UNION; 1851; 1,012	Buxton	Baltimore	New York	June 1	Sept. 28	119	119
MESSENGER; 1852; 1,350	Smith	Jacob Bell, New York	New York	June 1	Oct. 3	124	124
ELLEN FOSTER; 1852; 996	Grozier	Joshua T. Foster, Medford, Mass.	Boston	June 3	Oct. 31 (via Rio de Janeiro; reported "140 days at sea from Boston")	150	140 at sea
RACER; 1851; 1,669	Steele	Currier & Townsend, Newburyport, Mass.	New York	June 5	Oct. 19	136	131

After making a record-breaking passage from New York to San Francisco of some 90 days (claimed 89 days) on her maiden passage in 1851, the *Flying Cloud* (Captain Creesy) sailed from New York to commence her second voyage on May 14, 1852, or eight days ahead of the *N. B. Palmer.* The *Gazelle* (modeled for a tea clipper and not for the Cape Horn trade) sailed four days behind the *"Cloud"* and four days ahead of the *"Palmer."* On May 26, 1852, the *N. B. Palmer* did the best day's sailing of her career, making 396 nautical miles from noon to noon, which, with her, was less than twenty-four hours and showed an average speed for the day of over 16½ knots, with the log for spurts showing up to 18 knots. In the run to the Atlantic equator, the *"Palmer"* gained five days on the *"Cloud."* On July 2, the log of the *N. B. Palmer* shows that she spoke the *Flying Cloud* at 2:00 P.M. "after heaving to for two hours for her to come up." Upon her arrival at San Francisco September 6, the *Flying Cloud's* command and agents claimed that their ship "had run the *N. B. Palmer* out of sight in a few hours," and, later, the Boston SEMI-WEEKLY ATLAS (June 10, 1854) printed the statement: "We have upon a former occasion shown how the *Flying Cloud* once overhauled the clipper *N. B. Palmer,* ran her out of sight in less than twenty hours, and beat her from the latitude of Rio Janeiro to San Francisco, twenty-one days." Nothing is said of the three earlier comparative sailing performances of the two ships: (1) on the transpacific passage from San Francisco to China, when the *"Palmer"* outsailed the *"Cloud"*; (2) on the run from Hong Kong to New York (immediately preceding the 1852 voyage under consideration), when the *N. B. Palmer,* with a passage of 84 days, had beaten the *Flying Cloud* by ten days; and (3) from May 22 to July 2 of the 1852 passage from New York to San Francisco, during a period of forty-one days, when the *N. B. Palmer* gained eight days on the *Flying Cloud,* passed her, and, seeing a ship astern dead to windward, Captain Low hove to for a couple of hours to give the bigger and record-holding Cape Horner a chance to come up with her. On this latter occasion, however, Captain Creesy of the *Flying Cloud* was most ungracious "and continued going ahead at full speed while Low's ship was at a stand-

still." An observer on the *"Palmer"* wrote: "Shortly after the *Palmer* had filled away, the wind hauled ahead and the studding sails had to be taken in and the ship braced sharp on a wind, the *Cloud* in the meantime getting quite a start. The next day, 24 hours after the meeting, the *Palmer* was less than 12 miles astern [under sailing conditions that greatly favored the *Flying Cloud*]." Capt. Charles P. Low, a very fair-minded man, always felt that his ship could outsail the *Flying Cloud* going before the wind or sailing in light airs and generally on passages in the China trade. He affirmed, however, that the "big McKay clipper, especially built for the California trade," would beat his ship "on a wind," particularly if the wind was fresh, and could be expected to make better westward Cape Horn passages.

The New York HERALD published a letter, dated at New Orleans June 30, 1854, written by a Bostonian and then a master of a Boston ship, who was an officer on the *Flying Cloud* when her command claimed that the ship ran the *N. B. Palmer* "out of sight in less than twenty hours." This letter says in part:

> The two ships fell in company in the latitude of the Rio de la Plata—the *Palmer* being ahead, having sailed ten days after us in the *Cloud*. The wind was light at daylight. . . . During the forenoon the breeze sprang up from the Northeast, and both ships made sail for a race—the *N. B. Palmer* outsailing the *Flying Cloud* while the wind was exactly aft, and Capt. Low finding his ship outsailing the *Cloud,* hove to to speak. The *Cloud* came up and both masters bid each other success on the passage, and parted for a race just at twelve, noon. The *Palmer* hauled two points to the westward for a side wind; there Capt. Low missed, for that was just what the *Flying Cloud* wished for. During the night the wind freshened, so that by four in the morning the *Cloud* had all studding sails taken in; at eight o'clock (just good daylight) the *Palmer* was astern foot of her, foretopsail in sight, with his foretopmast studding sail set. It shut in thick with rain before nine o'clock and of course she was lost to sight; and that is how the *Flying Cloud* outsailed her so fairly in less than twenty hours. The *N. B. Palmer* put into Valparaiso and laid there ten days. That is the way she was beat twenty-one days.
>
> The clipper ship *Gazelle* sailed from New York three days after the *Flying Cloud* on the same voyage. Came in sight in our wake before we crossed the line, and I could just see her from the mizzen topgallant yard at nine o'clock in the morning, and at six o'clock the same evening could see her hull from the deck of the *Cloud;* next day still nearer. Shifted anchors on board the *Cloud,* guns, etc., and altered our course and got out of sight as soon as possible.

The log of the *Gazelle* shows that this ship was "overhauled just north of the line by the *N. B. Palmer,* which had left New York six days after us." Another report reads: "The *N. B. Palmer* came up with *Gazelle* when 15 days out, which ship had sailed from New York six days before us." The *Gazelle,* when 53 days out, collided with a Spanish ship off Cape Horn, "losing jibboom, all headgear, cutwater and part of the stem, starting the catheads, ripping off copper and developing a leak of ten inches per hour." The collision occurred during a gale and in a heavy sea. A jury jib boom and part of the damaged bowsprit were quickly carried away, and but little head sail could be carried during the run up the Pacific. The *Gazelle* again met the *N. B. Palmer* in the North Pacific, as the latter ship had been compelled to change her course and make for Valparaiso, where she was detained ten days while landing mutineers, obtaining stores, and seeking new members for the crew. From their point of meeting in the North Pacific, the *"Palmer"* beat the *Gazelle* by two days in the run to San Francisco.

A week following the meeting of the *N. B. Palmer* and the *Flying Cloud,* a mutiny developed on the *"Palmer"* as the ship drew near the cold latitudes of the Horn. Captain Low's log entry of July 9 says in part:

> Lat. 47.59 S. Long. 56.27 W. At midnight on turning out heard some one say call the Captain. Give me a pistol and I will shoot him. Met Mr. Haines, who handed me a musket and told me not to go on deck, that one of the men had a revolver and had shot him through the leg. Went on deck the mates were armed with muskets and all hands were sent on the poop, where they were examined one by one and two of them were put in irons, but soon after the man called Semons came & gave himself up as being the one that fired at the mate. I put him in Irons and let the other go. At 8 A. M., finding that Dublin Jack had knocked the 2nd & 3rd officers down with a handspike while engaged in placing Semons in Irons, I had him Ironed and then called all hands and flogged Semons and Dublin Jack, giving Semons a dozen and a half and Dublin Jack Twenty lashes. They were then placed in the Booby Hatch in Irons. Mr. Haines was shot in the leg about six inches above the knee.

Capt. Charles P. Low had the reputation of being a kindly and a just man as well as a very able master, but he took action, if deemed necessary in an emergency, to protect his ship and

maintain discipline. Gradually, real "salts" and able seamen were becoming scarce in the early fifties. The great number of new clipper ships and their need of big crews caused a demand for seamen much in excess of the available supply of experienced forecastle hands. With the signing on as members of the crew of "riffraff," adventurers, bums, criminals, and "guttersnipes," self-respecting old sailors drifted into other forms of employment, and the quality and character of the crew deteriorated rapidly and most seriously. Captain Low experienced major difficulties in the *"Palmer's"* second rounding of Cape Horn. Heavy southwesterly gales and mountainous seas were against him, but these physical facts were greatly intensified by a subtle, organized psychological rebellious attitude on the part of the men. This mutinous spirit added many long days to the passage and detained the *"Palmer,"* so that she was 35 days in making the rounding of the Horn from 50° S. Atlantic to 50° S. Pacific. It is said that "for eighteen days near the Horn, Capt. Low was without any assistance from his officers." In desperation, Captain Low sailed for Valparaiso to turn his belligerent leading mutineers over to the authorities, but as soon as he arrived at the Chilean port, most of the crew deserted, and he had extreme difficulty in getting enough men to sail the *"Palmer"* to San Francisco. She is reported to have anchored at Valparaiso on August 11, 81 days out from New York, and to have been detained in port practically ten days; she sailed August 20 and reached San Francisco after a fast run north of 40 days. (Howe and Matthews give the arrival of the *N. B. Palmer* at Valparaiso as "Aug. 16, 85 days out" and the total length of the passage from New York to San Francisco as "130 days or 126 sailing days," with the run from the Chilean port to San Francisco in 41 days. This means only four days' detention at Valparaiso instead of the ten generally reported; i.e., August 11 to 20 inclusive.) It is apparent that the *N. B. Palmer* lost "a full two weeks' time" because of the mutinous crew and the experience in rounding Cape Horn and, it has been said, "at least ten days by the necessity of changing the course, running into Valparaiso, getting rid of a mutinous crew and securing enough men to again permit of continuing the passage." If these twenty-four days are subtracted from the 130-day total length of the passage, the corrected, or adjusted, time for making the run becomes 106 days, which was the length of the ship's westward passage in the preceding year and nine days less than the passage of the *Flying Cloud* in 1852.

Continuing her second voyage around the world, the *N. B. Palmer* crossed the Pacific and sailed from Whampoa, China, for New York. The *"Palmer,"* during her active sea career of over forty years under canvas, was extremely fortunate. However, on this passage, she encountered serious trouble on February 28, 1853, running on a reef known as Broussa Shoal, near the North Watcher Island, Java Sea, while sailing about 8 knots. Captain Low got his ship off the reef by kedging, but her bottom was badly injured. As the ship was making water at the rate of seven inches an hour, she was taken to Batavia, where her cargo was discharged. It is said that on examination "a piece of coral nearly two feet in diameter fell out of the beam ends, which, had it come out at sea, would have caused the ship to founder in less than an hour." On March 28, 1853, or one month after the accident, the *"Palmer"* was ready to reship her cargo, but during the lay-up at Batavia for repairs, most of the men of the ship had become ill with Java fever, and Captain Low shipped the crew of a condemned ship in their place.

Voyage No. 3 of the *N. B. Palmer* commenced with a sailing from New York on September 27, 1853, on her third and last westbound Cape Horn passage to California. She arrived at San Francisco on January 26, 1854, after a passage of 121 days, on which she encountered unfavorable sailing conditions practically throughout the course. In the North Atlantic, light and variable winds prolonged the run from New York to the equator to 32 days as against 23 days on a former passage. Eighteen days were spent off Cape Horn in heavy weather, head gales, high seas, snow, ice, and bitterly cold weather. The Pacific equator was crossed when 96 days out (as against 88 days on the 1851 passage). In the North Pacific, light and baffling airs made the run from the line to the Golden Gate occupy 25 days, or one week longer than the 18 days the ship required to negotiate this last leg of the passage in 1851. Captain Low seems to have been unlucky in his search for wind in both the Atlantic and Pacific and in getting far too much of it from the wrong direction when traversing from 50° S. Atlantic to 50° S. Pacific. The only clipper sailing within a week of the *N. B. Palmer* was the *Morning Light* of Philadelphia (938 tons), which, sailing the day before the *"Palmer,"* required fifteen days longer to make the passage and passed through the Golden Gate just two weeks after the *"Palmer."*

The following record gives all clipper ship sailings for California from East Coast United States ports during the period from September 1 to October 20, 1853, arranged according to length of passage:

Name of Clipper	Captain	Tonnage	Year Built	Sailing Date 1853	Arrival Date 1854	Length of Passage in Days
SAMUEL RUSSELL	Limeburner	957	1847	Oct. 5	Jan. 20	107 (106)
PAMPERO	Coggins	1,375	1853	Oct. 9	Jan. 25	108
FLYING FISH	Nickels	1,505	1851	Sept. 19	Jan. 11	114 (113)
KINGFISHER	Crosby	1,286	1853	Oct. 3	Jan. 25	114
BALD EAGLE	Caldwell	1,704	1852	Oct. 1 (2)	Jan. 25	116 (115)
NEPTUNE'S CAR	Forbes	1,616	1853	Oct. 15	Feb. 9	117
SKYLARK	Henry	1,209	1853	Sept. 19	Jan. 15	118 (117)
N. B. PALMER	Low	1,399	1851	Sept. 27	Jan. 26	121
JACOB BELL	Kilham	1,381	1852	Sept. 14	Jan. 14	122
SWEEPSTAKES	Lane	1,735	1853	Sept. 3	Jan. 6	125
EUREKA	Whipple	1,041	1851	Oct. 4	Feb. 6	125
WINGED ARROW	Bearse	1,052	1852	Sept. 11	Jan. 15	126
SAMUEL LAWRENCE	Patten	1,080	1851	Oct. 19	Feb. 23	127
SAMUEL APPLETON	Young	781	1849	Oct. 16	Feb. 21	128
WILD PIGEON	Hanson	996	1851	Sept. 5	Jan. 11	128
GREENFIELD (bark)	Follansbee			Sept. 17	Jan. 25	130
MORNING LIGHT (of Boston)	Knight	1,713	1853	Oct. 3	Feb. 11	131
COMET (bark)	Burnham	536	1852	Sept. 3	Jan. 14	133
OCEAN PEARL	Sears	847	1853	Sept. 12	Jan. 25	135
MORNING LIGHT (of Philadelphia)	Johnson	938	1853	Sept. 26	Feb. 9	136

The *N. B. Palmer* sailed from San Francisco to Honolulu in the near record time of 10 days. This is about equal to the time made by the *Hurricane* in 1854 and the *Flying Eagle* in 1858, but somewhat slower than the 8 days 8½ hours claimed by Captain Creesy for the *Flying Cloud* in September 1852. This was not a port-to-port passage, but from some point off the Golden Gate to an indefinite place described as "passing Honolulu" (no stop). Clearing Honolulu on April 23, 1854, deep laden with whale oil, the *N. B. Palmer* crossed the equator when 6 days out, was off Cape Horn on the 38th day, and passed the line in the Atlantic when only 57 days out. Light winds and calms held back the ship in the North Atlantic, and the *"Palmer's"* arrival at New York was delayed until July 14; but notwithstanding the "necessary crawling" over much of the course north of the Atlantic equator, the passage was completed in 82 days, which is an all-time record between the ports.

The next seventeen voyages of the *N. B. Palmer,* all made under her original ownership and American registry, were between New York and China (fifteen to Hong Kong and two to Shanghai). The ship made six passages out to Hong Kong in 100 days or better and one of 103 days to the more remote Shanghai during the thirteen-year period 1858-1870. The fastest outbound passages were 88 days in 1858, 90 days in 1868, 93 days in 1870, and 97 days in 1861; the fast run of 103 days to Shanghai was negotiated in 1869. On her homeward run from China following her record-breaking passage of 84 days from Macao to New York in 1852 (before reported), the *"Palmer"* made a record run in 1858-1859 of 82 days from Shanghai to New York, 64 days from Anjer, and 35 days from the Cape of Good Hope, which has never been beaten in the annals of sail and equaled only twice—once by the Pook-designed clipper *Surprise* (which covered the distance in a few hours over 82 days in January-March 1857) and again by the Webb-built clipper *Swordfish,* which in December 1859-March 1860 made the run in some 82 days to port and somewhat less than that (claimed 81 days) to Sandy Hook. The *Panama* (1,139 tons; built in 1853), under Capt. William P. Cave, arriving in New York January 21, 1855, after a passage of 85½ days from Shanghai and 67 days from Anjer, claimed a record run. However, the record from Anjer is held not by the *Panama* or the *N. B. Palmer,* with her passage of 64 days, but by the *Sea Witch,* which, with Capt. "Bob" Waterman in command, reached New York July 25, 1847, only 62 days from Anjer. Other outstanding, good runs home made

by the *"Palmer"* were 92 days from Hong Kong in 1865 and 99 days from Manila in 1855. Howe and Matthews, in AMERICAN CLIPPER SHIPS, writing of the *N. B. Palmer,* say: "On arrival of the ship at New York January 15, 1861, in 108 days from Amoy, it was noted as a remarkable coincidence that it was the fourth successive year in which she had reached that port from China between noon of the 15th and noon of the 16th of January."

Carl C. Cutler says that "the relative speed of the *Samuel Russell* and the *N. B. Palmer* had been a much discussed question." (The *"Russell"* was designed solely for the China trade, whereas the *"Palmer"* was of a size and model that would make her more suited for certain other trade routes on the Seven Seas.) Cutler writes:

> On the 27th of April [1853] five vessels were gathered at Anjier, bound for New York and Boston. Four of them were full clippers; the *Samuel Russell, N. B. Palmer, Wild Pigeon* and barque *Comet.* The fifth was the fast sailing pre-clipper ship, *Joshua Bates.* It was an ideal combination to test the qualities of five vessels of distinctive design [and of their commanders]. When the *Palmer* was laid down . . . she was not only larger but was intended to be faster than the *Russell,* as, under certain conditions, she undoubtedly was. However the cunning of Captain Nat, who designed the *Russell* strictly with a view to the Canton route, was in evidence here, for she arrived off the Hook on the 26th of July, two days ahead of the *Palmer.* Practically in company with the *Palmer* came the *Wild Pigeon.* For 12,000 miles the latter two had fought it out neck and neck. . . . Five days later the *Joshua Bates* put in an appearance. . . . The barque *Comet* arrived at Boston on the 29th of July.

In 1868 and again in 1872, the *N. B. Palmer* is credited with sailing from Woosung to a point off Pedro Blanco in 72 hours. In 1863 she sailed from Hong Kong to San Francisco in 44 days and, in 1861, covered the same course in 45 days. In 1856, when on a passage to Hong Kong from New York, the *"Palmer"* made 1,340 nautical miles in four days—an average of 335 miles per day and 14 knots per hour for ninety-six consecutive hours; she also covered 3,458 miles in twelve consecutive days—an average of 288 miles per day and 12 knots.

The *N. B. Palmer,* following her sale in the spring of 1873, was engaged in the oil-carrying trade on the North Atlantic, principally between New York and Antwerp or Hamburg. Operating under the Norwegian flag, she was abandoned at sea on January 10, 1892, in Lat. 45° N., Long. 43° W. She was then just forty-one years old and had been maintained in steady service for twenty-two years under United States and nineteen years under foreign register. An excellent sea boat, especially in heavy weather, she proved to be one of the fastest and handiest sailing ships ever built. The *N. B. Palmer* must be considered as one of the best and most successful of clipper ships, and she is worthy, in history, of a place alongside the *Young America* and *David Crockett* for longevity and fast, profitable sailing performance.

After building the *Houqua* (583 tons), *Samuel Russell* (957 tons), and *Oriental* (1,003 tons) at the Brown & Bell shipyard in New York and before giving the contract to Westervelt & Mackey to construct a fourth clipper with the collaboration of Capt. Nathaniel B. Palmer (the *N. B. Palmer,* launched February 5, 1851), A. A. Low & Bro. did a surprising thing for this New York firm. In the summer of 1850, the Lows contracted with Samuel Hall, of East Boston, Mass., to build "as rapidly as possible" for them a clipper ship "of about 1,250 tons," designed by Samuel H. Pook for the China trade. The New York shipowners employed Capt. Philip Dumaresq of the Kennebec River, Maine, to superintend the construction of their new Boston-built ship and then take command of her. As a driver and resourceful master, Captain Dumaresq had gained an enviable reputation in the China and India trades. It is said that the Lows were so pleased with the rapid construction and the quality of the work of the builder of the *Surprise* that they gave Samuel Hall a bonus of $2,500 over and above the contract and billed price of the vessel.

The *Surprise* is an important and historic vessel in many ways besides her sailing performances. She was the first clipper ship constructed in Boston and environs and also the first real clipper ship built outside of New York. She was the first ship to be fully rigged on the stocks and launched "with her skysail yards across and her running gear rove off" and was, moreover, the first clipper ship designed by Samuel Harte Pook, who was destined to be America's greatest technical naval architect of the clipper ship era. During the very few years of clipper shipbuilding, Pook specialized in the design of fast and sturdy clippers and produced a fleet of magnificent vessels of this type, including such outstanding, beautiful record-making ships as the *Red Jacket, Challenger, Game Cock, Northern Light, Ocean Chief, Fearless, Ocean Telegraph, Herald of the*

Morning, etc. The launching of the *Surprise* on October 5, 1850, from the yard of Samuel Hall, East Boston, was made a gala occasion—unprecedented up to that time. When ready for sea, the *Surprise* was towed to New York by the *R. B. Forbes,* Boston's historic twin-screw 300-ton iron towboat, the first ocean-going tug built in the country. She had been designed entirely by "young Sam Pook" in 1846, when he was a mere boy of twenty years. Basil Lubbock, the British marine historian, writes of the *Surprise:* "From a financial, as well as a speed, point of view the *Surprise* was a most successful clipper. Her whole [maiden] voyage was so profitable that, after paying her entire cost as well as running expenses, her freight receipts left her owners a clear 50,000 dollars profit. . . . The *Surprise* was an unusually sightly vessel."

Howe and Matthews, the Massachusetts marine historians, in AMERICAN CLIPPER SHIPS, also state that the *Surprise,* on her first round voyage, "earned not only her prime cost and expenses but also a profit of nearly $50,000." Capt. Arthur H. Clark, in THE CLIPPER SHIP ERA, writes, "The *Surprise* was one of the most successful clipper ships ever constructed, and proved a mine of wealth for her owners. . . . When she arrived at New York to load for San Francisco, the New York HERALD declared that she was the handsomest ship ever seen in the port."

With Capt. Philip Dumaresq in command, the *Surprise* sailed from New York on December 13, 1850, was off the Golden Gate on March 18, and arrived at San Francisco March 19, 1851, after a record-breaking passage of less than 96 days, pilot to pilot, and 96 days 15 hours, anchorage to anchorage (off Clark's Point, San Francisco Bay). The *Surprise,* on her maiden voyage, beat the record from coast to coast then held by the *Sea Witch* by five days, port to port, and by one day sailing time under canvas at sea. The *Surprise* had made the Atlantic equator 24 days out of New York, had sailed from equator to equator around the Horn westbound in 56 days, and run from the Pacific equator to the Golden Gate in 16 days. The only other March 1851 clipper ship arrivals at San Francisco were the *Seaman* (107 days out from New York), which arrived eight days ahead of the *Surprise,* had been favored with unusually good sailing conditions, but had made a passage of eleven days longer, and the *Helena,* which, sailing through the Golden Gate on March 12 (six days before the *Surprise*), completed a passage of 134 days, or thirty-eight days longer than that of the new Low clipper. A record of the performances of all the clipper ships sailing for California with October 1850 to January 1851 departures from eastern ports is as follows:

Name of Clipper	Captain	Tonnage	Year Built	Builder	Departure Port	Departure Date	Arrival at at San Francisco 1851	Time of Passage in Days
GEO. E. WEBSTER (bark)	Cotting	354	1850	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 5, 1850	Jan. 26	113
HELENA	Land	598	1841	W. H. Webb, New York	New York	Oct. 29, 1850	Mar. 12	134 (stated also as 132)
SEAMAN	Myrick	546	1850	R. & E. Bell, Baltimore	New York	Nov. 23, 1850	Mar. 10	107
URIEL	Foster	799	1847	William Hall, Boston	Boston	Nov. 27, 1850	May 3	157
SURPRISE	Dumaresq	1,261	1850	Samuel Hall, East Boston	New York	Dec. 13, 1850	Mar. 19	96
SEA NYMPH	Hale	526	1850	Adams Gray, Baltimore	New York	Dec. 15, 1850	May 21	157
ISABELITA HYNE (bark)	Dewing	350	1846	Philadelphia	New York	Jan. 13, 1851	May 18	125
JOHN BERTRAM	Lendholm	1,080	1850	Elwell & Jackson, East Boston	Boston	Jan. 11, 1851	June 3	143 (stated also as 144)
SEA SERPENT	Howland	1,402	1850	George Raynes, Portsmouth, N.H.	New York	Jan. 11, 1851	May 17	126
GREY FEATHER	McLaughlin	587	1850	C. S. Husten, Eastport, Maine	New York	Jan. 11, 1851	May 30	139
ECLIPSE	Hamilton	1,223	1850	Jabez Williams, Williamsburg, N.Y.	New York	Jan. 15, 1851	May 20	125

It is interesting to note that each clipper ship sailing immediately before and after that of the *Surprise* resulted in a passage of 157 days to San Francisco, or sixty-one days (i.e., two months) longer than that of the *Surprise.* On her maiden voyage around the Horn westbound to San Francisco, the *Surprise* logged 16,308 miles, an average of 170 nautical miles per day, "had reefed topsails but twice," and traveled at an average speed of 7.1 knots per hour from anchorage to anchorage. It was said that "her freight list was twenty-five feet long" and "her outward freight to San Francisco was $78,000." Captain Dumaresq then took the ship across the Pacific to Hong Kong in 46 days. On July 28, 1851, she sailed for England with tea and arrived at Brighton November 10 and London November 12 after a good passage of 106 days 12 hours, port to port. It is said that on this voyage the *Surprise* "received £6-10s freight per ton of 40 cubic feet with immediate despatch while British ships were loading slowly at £3-10s per ton of 50 cubic feet."

The following record shows the clippers sailing from Chinese ports during the months of July and August on the China-England tea run of 1851:

Name of Clipper	Captain	Year Built	Builder	Tonnage	Sailed		Arrived London 1851	Length of Passage in Days
					Port	Date 1851		
ORIENTAL	Palmer	1849	Jacob Bell, New York	1,003	Woosung	July 16	Nov. 20	127
ROMAN	Putnam	1850	George Raynes, Portsmouth, N.H.	775	Woosung	July 23	Dec. 1	131
SURPRISE	Dumaresq	1850	Samuel Hall, East Boston	1,261	Whampoa	July 28	Nov. 12	107
MEMNON	Gordon	1847	Smith & Dimon, New York	1,068	Whampoa	Aug. 16	Lost in Gaspar Straits, Sept. 14.	

Captain Dumaresq left the *Surprise* at London when it was decided to send her back to Hong Kong, and Capt. Charles A. Ranlett took command. The second passage of the *Surprise* in the "tea race" from China to England was like the first one in that it was made in an unfavorable season for high speed, but the ship came through with even greater honors, compared with competition, than on her first passage over the famous course. The following table gives the sailing performances of the American clippers in the China-to-England tea trade that sailed from Chinese ports during the period of June 25-August 3, 1852:

Name of Clipper and Tonnage	Captain	Year Built	Builder	Sailed		Arrived		Length of Passage in Days
				Port	Date 1852	Port	Date	
VERSAILLES	Frost			Shanghai	June 25	London	Dec. 13, 1852	171
RACE HORSE (bark); 530 tons	Porter	1850	Samuel Hall, East Boston	Whampoa	July 15	Liverpool	Nov. 17, 1852	125
SURPRISE; 1,261 tons	Ranlett	1850	Samuel Hall, East Boston	Canton	July 19	London	Nov. 3, 1852	107
NIGHTINGALE; 1,066 tons	Fiske	1851	Samuel Hanscomb, Jr., Portsmouth, N.H.	Shanghai	July 31	London	Dec. 11, 1852	133
JOHN BERTRAM; 1,080 tons	Lendholm	1850	Elwell & Jackson, East Boston	Shanghai	Aug. 3	London	Jan. 10, 1853	160

The *Surprise* crossed the North Atlantic from London to New York in 42 days "against continual westerly gales" and loaded for San Francisco to commence her third voyage. Cutler says that she sailed March 15, 1853, two days after Donald McKay's new, big 2,197-ton clipper, the *Empress of the Seas,* and beat the larger ship by five days on the run to the Golden Gate, arriving on July 9 after a passage of 116 days, whereas the *"Empress"* reached port on July 12 after a run of 121 days. However, the logs of the ships indicate that, no matter what the New York customhouse clearing dates may be, the two clippers were off Sandy Hook together at the commencement of the voyage. The *Surprise* beat the *Empress of the Seas* four days in the run to the Horn, where the *Surprise* was held up by heavy westerly gales and seas and bitterly cold

weather, which seriously affected the crew. Captain Ranlett's log of May 7 reads: "Lat 58.3 S. Lon 68.40 W. Everything wet and cold men almost ready to give up, in fact 2nd mate and Botswain & some 6 or 7 men have given out—two men for want of clothes." The *Empress of the Seas* gradually but surely overhauled the *Surprise* in rounding the Horn, for she was a larger, deeper, and more powerful vessel, with higher freeboard, as the following comparison of dimensions will show:

Name of Clipper	Year Built	Tonnage	Dimensions in Feet and Inches		
			Length	Beam	Depth
SURPRISE	1850	1,261	183- 3	38- 8	22
EMPRESS OF THE SEAS	1853	2,197	230	43	27

The *"Empress"* was 46⅔ ft. longer, 4⅓ ft. broader, 5 ft. deeper, and 936 registered tons (or 74¼ per cent) bigger than the *Surprise*. The *Surprise,* which had run from Sandy Hook to the equator in the very fast time of 19 days 18 hours and to 50° S. Atlantic in 45 days, spent 24 days in rounding the Horn from 50° S. Atlantic to 50° S. Pacific—about twice as long as was usual. After straightening out for the run up the Pacific, however, the *Surprise* again proved her undoubted superiority in sailing over the big Donald McKay clipper and beat her over the course to San Francisco by a good three days. The *Surprise* anchored in the bay on July 9, and the *Empress of the Seas* entered the Golden Gate on July 12, 1853. The *Surprise* sailed from 50° S. Pacific to the equator in 18 days, and, the winds failing her, she required 29 days to make San Francisco Bay from the line, but under these conditions she more than held her own with all other vessels on the course. Approaching the Golden Gate, the *Surprise* sailed past the Baltimore-built clipper ship *Sirocco* of 1,131 tons, which had left New York a month ahead of her and was destined to reach San Francisco one day behind her after a passage of 145 days. On this passage, the *Surprise* passed, somewhere on the Cape Horn course to California, fifteen clipper ships that had sailed from an East Coast port before her. The record of these runs (which include all sailings for a period of about a month) comparative with that of the *Surprise* is stated herewith:

Name of Clipper and Tonnage	Captain	Year Built	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days
				Port	Date 1853		
RELIANCE	Berry	Believed to be a "half" clipper of about 800 tons; a rather full model.		New York	Feb. 12	Aug. 11	180
SIROCCO; 1,130 tons	Sanford	1852	William & George Gardner, Baltimore	New York	Feb. 15	July 10	145
CORINNE	Joyce and Stickney	Dismasted and put back for repairs. Captains changed. Second sailing Apr. 28; run of 168 days.		New York	Feb. 17	Oct. 13	238
ARCHER; 1,096 tons	Bursley	1852	James M. Hood, Somerset, Mass.	New York	Feb. 20	July 16	146
HOUQUA; 583 tons	Dixey	1844	Brown & Bell, New York	New York	Feb. 21	July 15	144
FLYING EAGLE; 1,004 tons	Parker	1852	William Hitchcock, Newcastle, Maine	Boston	Feb. 22	Aug. 10 (put into Rio for repairs; also stated 167 days and 142 s.d.)	169
COURSER; 1,024 tons	Berry	1851	Paul Curtis, Medford, Mass.	New York	Feb. 24	July 12	138
STAG HOUND; 1,534 tons	Behm	1850	Donald McKay, East Boston	New York	Feb. 24	July 1	127
SNOW SQUALL; 742 tons	Bursley	1851	Alfred Butler, Cape Elizabeth, Maine	New York	Feb. 25	Aug. 2	158 (also stated 155)
OCEAN SPRAY; 1,089 tons	McLellan	1852	George Dunham, Frankfort, Maine	New York	Feb. 26	July 19	143 (claimed 135)
STILWELL S. BISHOP; 595 tons	Sherman	1851	William Cramp, Philadelphia	Philadelphia	Mar. 2	July 4	124

(Continued on next page)

Name of Clipper and Tonnage	Captain	Year Built	Builder	Departure Port	Departure Date 1853	Arrival at San Francisco 1853	Length of Passage in Days
RADIANT; 1,318 tons	Bearse	1853	Paul Curtis, East Boston	Boston	Mar. 6	July 14	130
ARAMINGO; 716 tons	Drinkwater	1851	Aaron Westervelt, New York	New York	Mar. 10	July 23	135 (claimed 133)
EMPRESS OF THE SEAS; 2,197 tons	Putnam	1853	Donald McKay, East Boston	New York	Mar. 13	July 12	121
STORM KING; 1,399 tons	Collier	1853	John Taylor, Chelsea, Mass.	Boston	Mar. 14	July 27	135
SURPRISE; 1,261 tons	Ranlett	1850	Samuel Hall, East Boston	New York	Mar. 15	July 9	116

The *Surprise,* on the homeward leg of her third voyage, reached New York January 21, 1854, 98 days out from Shanghai. By a strange coincidence, the evening of her arrival off Sandy Hook, January 20, saw two other of the world's fastest clippers sail to join her outside the harbor—the *Stag Hound* (1,534 tons; built in 1850 by McKay, East Boston), 89 days from Whampoa, and the *Swordfish* (1,036 tons; built in 1851 by Webb, New York), 97 days from Whampoa. On this run, the *Stag Hound* had been greatly favored by wind. The *Surprise* and *Swordfish* made about the same time from the Chinese port of departure to New York, although the *Surprise* traveled 850 miles farther (from Shanghai) than either of the other two contestants and the run down the coast from Shanghai to Hong Kong or Whampoa generally occupied from five days to a week and against the monsoon sometimes required weeks.

The *Surprise* sailed from New York on April 6, 1854, commencing her fourth outward voyage and her third and last passage around the Horn westward from New York to California. The sailing performances of the seven clipper ships leaving eastern ports during the period of March 20-April 20, 1854, are as follows:

Name of Clipper and Tonnage	Captain	Year Built	Builder	Departure Port	Departure Date 1854	Arrival at San Francisco 1854	Length of Passage in Days
GOLDEN EAGLE; 1,121 tons	Fabens	1852	Hayden & Cudworth, Medford, Mass.	New York	Mar. 21	July 23	124
CARRINGTON; 641 tons	French	1847	Warren, R.I.	New York	Mar. 22	July 24	124
SWORDFISH; 1,036 tons	Osgood	1851	W. H. Webb, New York	New York	Mar. 29	July 23	116 (claimed 110)
GOLDEN GATE; 1,341 tons	Dewing	1851	J. A. Westervelt, New York	New York	Mar. 29	Aug. 1	125
SURPRISE; 1,261 tons	Ranlett	1850	Samuel Hall, East Boston	New York	Apr. 6	Aug. 2	118
ALBONI; 917 tons	Littlefield	1852	Mason C. Hill, Mystic, Conn.	New York	Apr. 8	Sept. 1	146
STARR KING; 1,171 tons	Turner	1854	George W. Jackman, Jr., Newburyport, Mass.	Boston	Apr. 19	Aug. 16	119

The passage of the *Swordfish* is given by Cutler as 117 days, and that of the *Surprise* is recorded by Capt. Arthur H. Clark in his authoritative work as 117 days also. Furthermore, Clark places the *Surprise* as the eighth fastest clipper of all time in regard to average speed of three fastest westward passages to California, with length of runs stated as 96, 116, and 117 days, respectively, and an average of 109⅔ days. He also credits the *Surprise* with runs of 18 days from Sandy Hook to equator, 18 days from 50° S. Pacific to equator, and 17 days from equator to San Francisco. On her 1854 passage from New York to San Francisco, the *Surprise* made her record run of 18 days from Sandy Hook to the line and passed 50° S. Atlantic 41 days out of New York. It took her 18 days to cross the 50° line in the South Pacific, and for six days she

was in company with the *Golden Gate* in the Straits of Le Maire. The ship encountered light winds when running up the Pacific, crossing the line 85 days out from New York, but contrary breezes and calms caused her to take 33 days on the last leg from the equator to San Francisco. On the homeward stretch of her fourth voyage from China to New York, the *Surprise* did some splendid sailing, traveling from Shanghai to the equator in the Atlantic in 68 days. If the wind had held, the ship would in all probability have established a new record over the course, but, unfortunately, her chance was spoiled by twenty days of continuous head gales after she had passed Bermuda.

Cutler credits the *Surprise* with amazingly fast runs from Shanghai to New York in the early part of both 1856 and 1857. He says that on the 1856 passage "her time to the Straits of Sunda was 12 days, during which she logged 2,663 miles, with her best day only 296 miles." Furthermore, he states that the *Surprise* left Shanghai less than a day ahead of the *Sea Serpent's* departure from Honk Kong, but that the *Surprise* traveled the extra distance (about 850 miles) and reached New York only two days after the *Sea Serpent,* thus making a faster trip, although the time of the vessels from Java Head to New York was the same (i.e., 68 days). The *Surprise,* in early 1857, made a record run from Shanghai to New York of 82 days, clearing Shanghai January 1 and reaching New York March 24. Cutler refers to her sailing from Shanghai on New Year's Day in 1857. Thirteen days later, she passed Anjer and on February 1 was well battered by a hurricane. Nevertheless, she completed "one of the best passages ever made from China." This run of the *Surprise* lowered the previous records of the *Golden State* (90 days) and the *Panama* (85 days); also the 84-day run of the *Eagle Wing* from Woosung to New York. It held unchallenged until the *N. B. Palmer* (Capt. J. A. Higham) arrived at New York January 16, 1859, from Shanghai October 25, 1858, after a passage of 83 days, port to port, and an 82-day run to Sandy Hook. This passage practically equaled, but was believed to be a few hours longer than, that of the *Surprise,* anchor to anchor; but thirteen and a half months later—on March 2, 1860—the *Swordfish* (built by Webb, New York, in 1851), with Capt. Joseph W. Crocker in command, reached Sandy Hook after an all-time record run from Shanghai, which port she left December 12, 1859. To the *Surprise* (Captain Ranlett) goes the honor of lowering the record between Shanghai and New York some three days in early 1857; her record of 82 days held about three years, when it was lowered one day by the *Swordfish,* and now stands as the second fastest passage in the history of sail between Shanghai and New York.

The record-making run of the *Surprise* from Shanghai to New York should not be compared with sailing performances over the much easier and shorter course originating at Hong Kong and China ports in the Canton and Macao area. Furthermore, it is evident that the ship at the time had been subjected to some six years of steady driving without much money being spent on her for repairs and conditioning; she had fought typhoons and been knocked around in heavy seas during gales of hurricane force. When making her fastest run to New York from the Orient, "her copper was badly torn," and not only the underwater hull had "ragged copper," which detrimentally affected speed, but also the ship needed caulking and a thorough overhauling as well as some new copper. The *Surprise* was put in dry dock in New York in late April 1857. Following repairs, Captain Ranlett took the ship out again to Shanghai. It was well that the vessel had been conditioned, for she was destined to encounter terrific gales and seas while working up the China Seas as shown by the ship's log of from September 27 to October 10, 1857. The vessel was practically stripped of her canvas, so that she had difficulty in finding enough sail to set in order to make port. Even though the *Surprise* experienced whirlwinds, cyclones, terrific gales, and very heavy seas, with deep rolling and pitching and the "flying jib boom under water frequently," the ship withstood the awful battering and stresses to which she was subjected and came through the ordeal with only the carrying away of main- and mizzen-topgallant masts and yards and the loss of most of her canvas. On October 3, off the southern tip of Formosa, the *Surprise* ran alongside of a big English man-of-war steamer and "kept company with her for four hours" before the steam-powered vessel could slowly pull away from the American sailing clipper. In 1858 the *Surprise* reached New York 92 days 22 hours out from Shanghai. This run was acknowledged by contemporaries as "the finest passage of the year." The ship had traversed the first part of the course, from Woosung (Shanghai) to Anjer, in 13 days. She came to the South African cape when only 46 days out, but experienced heavy westerly gales for two weeks and was 15 days getting around the Cape of Good Hope.

The *Surprise* did not have any chance to choose the time of her passages (as did some of the pampered clippers, whose owners took great pride in their fast sailing performances during many years). She was driven relentlessly to get trade, cover mileage, and make money for her owners in and out of season. On the China run, she very seldom sailed from the East in "the favorable monsoon" season. Most of her twelve passages from the Far East to New York and her two runs to London made prior to 1867 were between seasons, with five of them definitely in the "bad season." Howe and Matthews credit the ship with an average of 95 days on ten passages from China to New York and 106½ days on two to London. They record her best run from Shanghai to New York as 83 days, and they give the ship's average time from Anjer home as 80 days, "with 70 days as the shortest and 93 days the longest run." These figures show a splendid sailing average over a period of sixteen years for a ship that never made "a spotted voyage," but they understate the truth. The best passage of the *Surprise* over the long course from Shanghai to New York was 82 days, and her best time from Anjer to New York was 68 days. It is said that the two longest runs of the *Surprise* from Shanghai to New York, "in the most unfavorable season against the monsoon, with a long beat down the China coast and through the China Seas," occupied only 103 and 98½ days, respectively, and that the ship made an off-season passage from Yokohama to New York in 137 days and one from Batavia in a scant 89 days against "severe adverse conditions."

Arthur H. Clark, in THE CLIPPER SHIP ERA, writes:

> The *Surprise* proved one of the most successful American clippers in the China trade. After her first voyage, she was for a number of years commanded by the captains Charles Ranlett, father and son, and in their hands made many fine passages—she made eleven consecutive passages from China to New York in 89 days or less, six from Hong-kong, and five from Shanghai, the last being 81 days from Shanghai, in 1857.

It has been said that on these passages the *Surprise* "sailed nearly 170,000 miles at an average speed of about 7.4 knots per hour."

Outbound, we are told, the *Surprise* made passages to Hong Kong in 90 days and Batavia in 76 days. In 1851 she reached Anjer in 81 days from London, and fourteen years later (1865) she passed Anjer when 81½ days from New York. On a run from Amoy to New York in 1863, the *Surprise* was off the Cape of Good Hope in 45 days and crossed the equator when 69 days out; heavy adverse winds in the North Atlantic slowed her down, and she completed the run to New York in 91 days.

Most of the clipper ships had their spars cut down and sail spread reduced around 1857, but it was 1867 before the *Surprise* had any major changes made in her spar plan. Then only her skysail yards were removed and her large single topsails replaced by double topsails of smaller size, which were much easier to handle. The ship, having been reconditioned for only the second time in her life, was promptly put back in service and economically operated for nearly another decade. Under highly competitive conditions, she fought for business on the Seven Seas against British iron steam, iron sail, and "the patriotic prejudice of British underwriters." It is amazing that for over a quarter of a century a sharp-lined American wood clipper ship, the model of which had been made intentionally with a low block coefficient for speed at the sacrifice of carrying capacity of paying freight, should have been able to carry on a fight for business with modern British iron vessels—both steam and sail—in ocean trade where Britannia was the undisputed queen, dominated the trade routes, made the rules, and was virtually supreme. Later-built and larger American clippers were driven off the seas, but Samuel H. Pook's first ship, designed by him in the winter of 1849-1850 and built in 1850, was kept steadily, busily, and gainfully employed in foreign trade, and only a regrettable and unavoidable accident, for which no member of the ship's staff was to blame, brought to a close the career of a great historic ship. Howe and Matthews state that "her record as a consistently smart ship continued through her whole career and she was always a favorite and popular vessel as well as a moneymaker."

The *Surprise* sailed from New York on September 25, 1875, for Yokohama on what was to be her last voyage. Capt. Charles A. Ranlett, Jr., who had been in command of the ship for many years (having taken over the command from his father), was believed to be in charge, but Capt. Arthur H. Clark says that Capt. F. Johnson was in command. Howe and Matthews, in AMERICAN CLIPPER SHIPS, well describe the great ship's last voyage:

> The first day out [from New York] she made 240 miles; the 3rd day, 254; on the 26th day, came up with and passed two barks and a barkentine bound in the same direction. Crossed the line, 29 days out, on which day, at 8 A.M. a sail was sighted ahead, which was soon overhauled, a large British ship under full sail, and at 2 P.M. she was just discernible astern. The *Surprise* passed the latitude of Rio, 36 days out, and on the 68th day, was close to the Island of St. Paul, that day making 315 miles [an average speed of 13⅛ knots]. . . . During the night of Feb. 3rd [1876], she received a pilot off the entrance of Yeddo Bay, in a heavy gale, which, increasing the next day, the ship was put about for shelter in Kaneda Bay. The pilot skirted the Plymouth Rocks too closely and the ship struck, immediately going over nearly on beam ends. . . . Four days later it was found that the ship had been washed clear of the rocks by the swells and was floating nearly bottom up several miles offshore. . . . The *Surprise* became a total loss. It was afterward ascertained that the alleged pilot was merely a beachcomber and that he was intoxicated. He disappeared and later could not be found.

An outstanding point in the record of the *Surprise* is the fact that she was lost through no fault of her designer, builder, owner, crew, or command and that she was an extremely fast, seaworthy, and profitable vessel when her end came in the twenty-sixth year of her sea life. After a survey in the summer of 1875, the *Surprise* was pronounced "in good seaworthy condition with sound timbers and planking." She had only two sessions of thorough overhauling and reconditioning, the last of which was in 1867—when she was seventeen years old. Whereas the *Surprise* was proudly sailing the seas in 1876, when over twenty-five years old, only a very few of the fast clippers lived as long, and none of her contemporaries gave the reliable, uniform good service and proved as profitable as she did. The *Game Cock,* built the same year (1850) by the same builder (Samuel Hall) from the designs of the same naval architect (Samuel H. Pook) was a prominent exception, for she was in service for thirty years. Only a handful of the clippers built in 1850 and 1851 was afloat and in active service under the American flag after the Civil War, and many came to disastrous ends in the fifties and early sixties. The *Hoogly* (1,304 tons) was lost in 1852; the *Eclipse* (1,223 tons) and *Staffordshire* (1,817 tons) in 1853; the *Trade Wind* (2,045 tons) in 1854; the *Seaman* (546 tons) in 1855; the *Golden Gate* (1,341 tons) and *Racer* (1,669 tons) in 1856; the *Alert* (764 tons) in 1858; the *Roebuck* (815 tons) in 1859; the *Sea Nymph* (526 tons) in 1860; the *Stag Hound* (1,534 tons), *Witchcraft* (1,310 tons), *Northern Light* (1,021 tons), and *Victory* (669 tons) in 1861; the *Swordfish* (1,036 tons) in 1862, etc.

After the building of the *N. B. Palmer* (1,399 tons) by Westervelt & Mackey, New York, for A. A. Low & Bro., Capt. "Nat" Palmer evidently had but little to do with the design of the Low clippers. In the early summer of 1852, Jacob A. Westervelt (who had had experience at sea and claimed much of the credit for the building and for his contribution to the design of the *N. B. Palmer*) contracted with A. A. Low & Bro. to build "a clipper ship about midway in size" between the *Oriental* (1,003 tons) and the *Surprise* (1,261 tons) and at least 250 tons less than the *N. B. Palmer.* The new ship, named the *Contest,* is said to have been designed by David D. Westervelt, a son of Jacob A. David D. Westervelt is credited with designing the big clipper ship *Sweepstakes* of 1,735 tons and of superintending the construction of the vessel in the Westervelt yard, where she was built in 1853 by his brothers Daniel and Aaron. The *Contest* of 1,099 tons was not an extreme type of sharp-lined clipper as were many of her contemporaries. While the Lows sought to build very fast vessels, they were never willing to sacrifice cargo capacity or shut their eyes to increased operating costs and maintenance expenses in an effort to obtain a little greater speed. The owners claimed that the *Contest* "measured a little less than eleven hundred tons but carried 1,500 tons measurement cargo"; i.e., about 37 per cent more than her registered tonnage. Whereas the *Contest* was designed and built primarily for trade with the Far East, her first two voyages were around Cape Horn both outward and homeward bound, and her third voyage was westbound around the Horn to San Francisco, then transpacific to Shanghai, from which port she continued around the world to New York.

The *Contest,* under command of Capt. William E. Brewster, of Stonington, Conn., cleared New York on November 16, 1852, on her maiden voyage bound around Cape Horn for San Francisco, where she arrived on February 24, 1853, after a very good run of 100 days, port to port and clearance to entry. The claim has been made that the passage was one of "97 days, at sea, pilot to pilot," but this does not seem to have been verified by the ship's log. However, Captain Brewster reported "56 days to the Horn and only 42 days on the run from the Horn to the Golden Gate, making the distance from the line to San Francisco in only 16 days"; this would

seem to suggest a total sea passage of 98 days. According to Cutler, the *Contest* was one of the participants in the "Deep-Sea Derby" of 1852, but the command of the ship had no knowledge of how historians would group the passages to California or rate the ship's performance. Lieutenant Maury chose four ships sailing between October 12 and November 13, 1852, for the subject of a dramatic description of comparative sailing performances from New York around Cape Horn to San Francisco. The ships selected for this study were the *Wild Pigeon* of 996 tons, *John Gilpin* of 1,089 tons, *Flying Fish* of 1,505 tons, and the relatively big *Trade Wind* of 2,045 tons. (A detailed description of this "derby" is given in the section covering the clippers owned by Olyphant & Company, owner of the *Wild Pigeon.*) When the *Contest* sailed on her initial voyage under canvas, Captain Brewster and his officers knew nothing of the "derby" that historians were to create imaginatively and describe, but they did know that the clipper *Telegraph* of 1,069 tons (Capt. George W. Pousland) and the fast trader *Tam O'Shanter* of 777 tons (Captain Soule) —a reputed "half clipper" built in Maine in 1849—were to leave Boston on November 15 (a day ahead of them) and the clipper *Meteor* of 1,068 tons (Capt. Samuel W. Pike) sail from that same port on November 17 (a day after them), while the fast clipper ship *Game Cock* was to leave New York in company with them. As far as Captain Brewster was concerned, the *Contest* had three clipper ships and one "half clipper" as contestants in a race out to the Golden Gate, and the *Contest* beat each of these competitors handily as the following times of arrivals and lengths of passages (compared with an arrival date of February 24 and a total length of passage from clearance to entry of 100 days for the *Contest*) clearly show:

Name	Departure 1852	Arrival at San Francisco 1853	Passage in Days	Name	Departure 1852	Arrival at San Francisco 1853	Passage in Days
TELEGRAPH	Nov. 15	Mar. 10	115 (claimed 114)	GAME COCK	Nov. 16	Mar. 10	114 (reported 112)
TAM O'SHANTER	Nov. 15	Mar. 26	131 (reported 130)	METEOR	Nov. 17	Mar. 10	113 (claimed 110)

The *Contest* sailed through the Golden Gate with the 2,045-ton fast clipper *Trade Wind* (Capt. Nathaniel Webber), which had sailed from New York three days before the *Contest* cleared port. The *Trade Wind,* when launched by Jacob Bell, New York, on August 12, 1851, was the longest and largest merchant sailing ship ever built in the United States.

Returning from San Francisco to New York, the *Contest* made a very fine run of 80 days, beating the *Trade Wind,* which sailed in company with her, by four days. The brilliancy of this fast homeward passage was somewhat dimmed by a phenomenal and record passage of 76 days 8 hours made by the *Northern Light* (1,021 tons) between San Francisco and Boston. The *Contest* sailed from San Francisco and dropped her pilot the evening of March 12, 1853, and the *Northern Light* followed about twenty-four hours later. Each ship made a fast run of 14 days to the Pacific equator, but on the run to the Horn the *Northern Light* had the best of the wind and was slightly ahead when sighted by the *Contest.* The *Northern Light* was off the Horn when 38 days out and the *Contest* 39 days. How the two ships sailed when they were within sight of each other for fours days (the middle two of which were in "fresh gales") is seen by a perusal of the log of the *Contest,* of which the following is an excerpt:

Date 1853	Latitude South	Longitude West	Remarks
Apr. 20	56°-30′	66°-22′	"Saw ship NORTHERN LIGHT"
Apr. 21	54°-09′	60°-40′	"in company with her"
Apr. 22	50°-57′	54°-20′	"NORTHERN LIGHT two points abaft the beam"
Apr. 23	48°-32′	50°-16′	"NORTHERN LIGHT 15 miles astern"

Running north in the Atlantic, Capt. Freeman Hatch took the *Northern Light* much farther to the eastward than Capt. William E. Brewster laid out the course for the *Contest,* and Captain

Hatch guessed right. At noon on May 12, the *Northern Light* was 46 miles, and the *Contest* was 15 miles, north of the Atlantic equator. However, the Boston clipper was 140 miles to the eastward of the New York ship and in the North Atlantic was benefited by strong favorable winds, which carried her in 16 days to her destination. The *Contest* was about 300 miles from Sandy Hook when 76 days out and, because of lack of wind, "crawled along" at a speed of about 3½ knots to her destination. Evidently, Captain Brewster in the *Contest* followed quite closely the Maury-suggested track, for Captain Webber in the *Trade Wind* proceeded on a generally similar course. He, too, ran into calms as he approached New York, claiming "a run to Hatteras of 78 days," but this period, followed by heartbreaking sauntering up the coast, with no wind, lengthened the total passage to 84 days. Although the *Contest* was beaten about four days by the *Northern Light,* the defeat was due to Dame Fortune, and when these ships sailed in company for four days in the South Atlantic just after rounding the Horn, the *Contest* did the better sailing. On this eastward Cape Horn passage, the *Contest* covered 14,629 nautical miles—an average of 183 miles per day and 7⅝ knots. Off Cape Horn she made 320 miles in one day in strong gales and snow squalls (an average of 13⅓ knots); she ran from 50° S. Pacific to 50° S. Atlantic in 8 days, during which she traversed 2,011 miles, or 251½ miles per day, and in the northeast trades in the Atlantic she ran 2,061 miles in eight consecutive days, an average of 258 miles per day and 10¾ knots. Between the equator crossings in the Pacific and Atlantic, the *Contest* was only 46 days. The Boston press made much of the victory of the fast clipper *Northern Light* over the New York-built and owned *Contest.* The New York press replied by stating that the *Contest* had beaten the *Northern Light* on the round voyage—which was true—and, moreover, had "beaten on this voyage the clippers *Game Cock, Telegraph, Meteor,* and *Queen of the Seas,* all Boston ships, which sailed on or about the same time, by 8 to 11 days." The backers of the *Contest* were disgusted with Boston's boastfulness and desirous of ending the heated controversy. In a spirit of "put up or shut up," they declared, "If the owners of the *Northern Light* feel inclined to bet on a race with the *Contest,* we will accommodate them."

The *Contest* established an all-time record for a round voyage between New York and San Francisco on her maiden voyage. This performance compared with the next best record, which is that of the *Flying Dutchman* of 1,257 tons (built in 1852 by W. H. Webb, New York), and the best performance of the *Northern Light* is set forth herewith:

Length of Round Voyage from New York or Boston to San Francisco and Return

	CONTEST	FLYING DUTCHMAN	NORTHERN LIGHT
Sailed from home port	Nov. 16, 1852	Oct. 15, 1852	Oct. 28, 1852
Returned to home port	May 30, 1853	May 8, 1853	May 29, 1853
Length of absence	6 months 14 days	6 months 24 days	7 months 1 day
Length of absence—days	195	205	213
Length of outward passage—days	100	103	118
Length of homeward passage—days	80	85	77
Total days at sea	180	188	195
Detention at San Francisco—days	15	17	18
Length of time between sailings from home port on the voyage above described and the following one	7 months 20 days	8 months 8 days	9 months 18 days

The period of time to complete a round voyage, with detention at San Francisco, covers unloading and putting a minimum of ballast aboard at the California port, but no loading of cargo and no repairs by a shore crew. The length of time between departures on voyages from the home port when freight offerings were brisk, as they were at that time, is an index of (1) speed at sea, (2) efficiency of dispatch, and (3) physical condition of ship after a round voyage and her need of repairs. The *Northern Light* does not compare favorably with either the *Contest* or the *Flying Dutchman* in the length of time required between the commencement of the 1852 and 1853 voyages. The period of 9 months 18 days (or 291 days) was 58 days (within two days of two months) longer than the 233 days needed for the *Contest* to make a complete voyage, turn around, and commence another one. However, the *Northern Light* did better on her next voyage and commenced her 1854 passage out to California 8 months and 28 days (or 271 days) following

the date on which she had sailed on her 1853 run to the Golden Gate. This was better by 20 days than on her preceding voyage, but was still 38 days longer than the record set by A. A. Low & Bro.'s *Contest*.

The *Contest* cleared New York on July 6, 1853, for her second voyage to California and arrived at San Francisco on October 24 after 110 days elapsed time from official clearance to entry, but the ship's log records the passage as of 108 days. On the day that the *Contest* sailed through the Golden Gate, three other fast clippers arrived at the port—the *White Swallow* of 1,192 tons (Capt. F. W. Lovett), 150 days from Boston; the *Atalanta* of 1,289 tons (Captain Wallace), 126 days from New York; and the *John Bertram* of 1,080 tons (Capt. Frederick Lendholm), 116 days from Boston. The clipper ship *Wild Ranger* of 1,044 tons (Capt. J. Henry Sears) arrived the next day after a run of 126 days from Boston. It was said: "The *Contest* is the least sharp of these ships; yet she has made the fastest run." Two reputed fast sailers departed the same day as the *Contest;* the *Wisconsin* from New York required 168 days to complete the passage to San Francisco, and the *Arab,* leaving Boston, did not arrive at the Golden Gate until January 6, 1854, after a passage of 184 days. The following record gives the particulars and sailing performance of ships sailing from East Coast United States ports during the period from June 24 to the end of July 1853:

Name of Ship, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	Claimed
QUEEN OF CLIPPERS; 1853; 2,361	Zerega	Robert E. Jackson, East Boston	New York	June 30	Oct. 27	119	119
JOHN BERTRAM; 1850; 1,080	Lendholm	Elwell & Jackson, East Boston	Boston	June 30 (stated also as July 1)	Oct. 24	116	115
WILD DUCK; 1853; 860	Hamilton	George Raynes, Portsmouth, N.H.	New York	July 2	Nov. 14	135	134
ANDALUSIA; 1848; 772	Hall	Baltimore	New York	July 3	Nov. 26	146	146
CONTEST; 1852; 1,099	Brewster	Jacob A. Westervelt, New York	New York	July 6	Oct. 24	110	108
WISCONSIN; 1847; 925	Scott	New York	New York	July 6	Dec. 21	168	168
WHISTLER; 1853; 820	Brown	George W. Jackman, Jr., Newburyport, Mass.	Boston	July 16	Nov. 24	131	131
FLYING DRAGON; 1853; 1,127	Baker (died on passage)	Trufant & Drummond, Bath, Maine	Boston	July 21	Dec. 16	148	148
WIZARD; 1853; 1,601	Slate	Samuel Hall, East Boston	New York	July 24	Dec. 19	148	148
NORTH WIND; 1853; 1,041	Hildreth	A. C. Bell, New York	New York	July 27	Dec. 12	138	138

On this the second voyage and the second westbound passage of Cape Horn, we are told, the *Contest* reported "a run of 36 days to the Horn." On her first passage, the ship made a notable run of 42 days from Cape Horn to San Francisco (and, returning, covered the distance in 39 days). If the report of the Atlantic run on her second voyage really means what it says, viz., "36 days to the Horn" (and not 36 days to 50° S. Atlantic, which seems more probable), then the *Contest* has the honor of covering the distance from New York to San Francisco, taking the Pacific half of the first voyage (42 days) and the Atlantic half of the second voyage (36 days), in a total of only 78 days, which is eleven days less than the all-time record of 89 days made on a single voyage by the *Andrew Jackson* (1,679 tons) in 1859-1860 (89 days 4 hours) and claimed twice by the *Flying Cloud* (1,782 tons), in 1851 (89 days 21½ hours) and in 1854 (89 days 8 hours). Outside of a fine 106-day passage of the *Flying Dutchman,* the 108-day or 110-day passage of the *Contest* from an East Coast port to San Francisco is the fastest made by sixty-three clippers sailing during the 160-day period from April 28 to October 4, 1853. It is significant that the next very fast run over the course was that of A. A. Low & Bro.'s *Samuel Russell,*

which, sailing from New York on October 5, 1853, ran out to San Francisco in 107 days (claimed 106 days). The *Contest,* continuing her second voyage, sailed from San Francisco to Honolulu, but finding no cargo there, she continued to Tahiti, where she loaded for New York, and arrived home May 5, 1854, after a run of 85 days.

The third voyage of the *Contest* commenced with a passage to San Francisco around Cape Horn and continued across the Pacific around the world sailing to the west, with a good run of 99 days from Shanghai to New York. The *Contest* cleared New York July 12, 1854 (but did not get away from Sandy Hook until later); she was at anchor in San Francisco Bay and officially entered on November 17, 128 days after clearance and after a reported passage of 126 days. The ship ran into "terrific weather" off the Horn and, while lying to on September 22 in a fierce gale, lost three men overboard, had a deckhouse carried away, and suffered much damage. After passing the Horn, the ship was 15 days covering the relatively short distance to 50° S. Pacific.

The following record shows all the eleven clipper ship sailings from East Coast United States ports to California during the forty-day period July 3-August 11, 1854:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1854		Elapsed Time	Claimed
MORNING STAR; 1853; 1,105	Foster	J. T. Foster, Medford, Mass.	Boston	July 2	Nov. 27	148	148
JOHN LAND; 1853; 1,054	Percival	E. & H. O. Briggs, South Boston	Boston	July 6	May 13, 1855 (via Valparaiso and Tahiti for repairs)	311	About 200 at sea
RAPID; 1852; 1,115	Corning	Roosevelt & Joyce, New York	New York	July 12	Nov. 25	136	135
CONTEST; 1852; 1,099	Brewster	J. A. Westervelt, New York	New York	July 12	Nov. 17	128	126
FEARLESS; 1853; 1,184	Manson	A. & G. Sampson, East Boston	Boston	July 18	Nov. 19	124	124
OCEAN TELEGRAPH; 1854; 1,495	Willis	J. O. Curtis, Medford, Mass.	New York	July 22	Nov. 24	125	124
THOMAS WATTSON; 1848; 349	Lyle	Caleb Goodwin & Co., Baltimore	Philadelphia	July 25	Dec. 12 (stated also as Dec. 14)	140	140 (stated also as 142)
CELESTIAL; 1850; 860	Palmer	W. H. Webb, New York	New York	July 29	Dec. 8	132	130
STING RAY; 1854; 985	Kirby	Eckford Webb, Greenpoint, N.Y.	New York	July 29	Dec. 8	132	132
WHISTLER; 1853; 820	Brown	George W. Jackman, Jr., Newburyport, Mass.	Boston	Aug. 1	Dec. 9	130	130
FLYING EAGLE; 1852; 1,004	Bates	William Hitchcock, Newcastle, Maine	New York	Aug. 11	Dec. 22	133	133 (stated also as 132)

On July 10, 1855, the *Contest* sailed from New York for Bombay, where she arrived after a passage of 90 days, and she engaged in trade between New York and the Far East until 1861, making several runs home from Shanghai, Hong Kong, and Whampoa. On March 1, 1861, however, she again sailed from New York in the California, China, and around-the-world trade and encountered bad luck. After experiencing "extremely heavy weather, strong gales, and tremendously high seas" in the North Atlantic, the ship made for St. Thomas to jettison her cargo, which had been damaged. After unloading, she returned to New York in ballast for repairs, which occupied two weeks, following which she took a little cargo aboard and stopped at St. Thomas to pick up her salvaged and reclaimed or reconditioned original cargo. The *Contest* reached San Francisco on November 4, 1861, having been only 8 months 3 days on the passage, which included doubling back from St. Thomas to New York, two weeks for repairs, and the complete discharging and reloading of the ship. Continuing, she crossed the Pacific and ran with tea from Foo-

chow to New York in 107 days via St. Helena. This is said to have been "the fastest run from China to an Atlantic port for quite a long time."

The *Contest* left New York in February 1863 on what proved to be her last voyage. She made a good run out to Hong Kong in 99 days and proceeded to Yokohama, where she loaded for New York. Leaving the Japanese port on October 13, 1863, she was captured and burned by the Confederate commerce destroyer *Alabama* near the Straits of Sunda on November 11. When the *Contest* first came near to the Confederate steam warship and was ordered to heave to, the ship ignored the command, and, there being a good breeze blowing, she commenced to pull away from her adversary. Later, the breeze died down, and the sailing ship was at the mercy of the heavily armed steam raider. Captain Semmes of the *Alabama* admitted that, if the strong breeze had held, the *Contest* would have escaped, as his British-built vessel, under all her canvas and with a full head of steam, could not keep up with the Yankee clipper. The loss of the *Contest* as per the claim filed later by the owners aggregated $158,465.97, of which $45,000 (or $41 per ton) was for the vessel, $92,022 for cargo and freight money, and $10,650 for the wages of forty men for ten months. The *Contest,* when destroyed by fire by the Confederate cruiser, was eleven years one month old. Her original cost was stated at $80,000, or $73 per ton.

The *Jacob Bell* (1,381 tons) was an extreme clipper ship building at the yard of Jacob Bell, New York, when the well-known shipbuilder (and a member of the one-time firm of Brown & Bell) died in the fall of 1852. The ship was completed and launched November 12, 1852, by Abraham C. Bell, the son and successor of Jacob Bell, and the last ship that Jacob Bell planned and started to build was named by his son after him, every effort being made to make the ship "a worthy memorial to my father." She has been described by contemporaries and quoted by historians as "a ship of faultless model and exquisite symmetry, everywhere attracting admiration as being a perfect specimen of naval architecture and the foremost production of that famous yard." The *Jacob Bell* definitely showed the influence of Capt. "Nat" Palmer and his designs of China clipper packets built at the Brown & Bell yard during the years 1844-1849 inclusive. She was more of a Far East trader than a Cape Horner. Although she had no bad passage in her three runs westbound to California (making passages of 122, 122, and 116 days, respectively), she did her best sailing in the China, India, and Far East trade.

The *Jacob Bell* was not built for A. A. Low & Bro., but she was acquired by that New York firm of shipowners early in 1856 during the prolonged period of depression that followed the California gold find boom and led to the commercial panic of 1857. Prior to the Low brothers' ownership, the *"Bell"* made three voyages, under the command of Captain Kilham, as follows:

Voyage No. 1	New York	to San Francisco	122 days (Dec. 8, 1852-Apr. 10, 1853)
	San Francisco	to Philadelphia	87 days in ballast
Voyage No. 2	Philadelphia	to San Francisco	122 days (Sept. 14, 1853-Jan. 14, 1854)
	San Francisco	to Shanghai	39 days
	Woosung	to New York	109 days (May 1-Aug. 18, 1854)
Voyage No. 3	New York	to Singapore	90 days; thence to Shanghai
	Shanghai via Anjer (Nov. 5, 1855)	to New York	

Under the ownership of A. A. Low & Bro. and with Capt. Charles F. W. Behm in charge, the *Jacob Bell* cleared New York on March 15, 1856, for Bombay; she sailed from Sandy Hook March 16 and arrived off Bombay (at the pilot grounds) in a fog on June 1 after a fast run of 77 days. It would seem that the *Jacob Bell* was beaten only by the *Sweepstakes* (1,735 tons), which, under the command of Capt. George E. Lane, arrived off Bombay on July 22, 1857 (a year and seven and a half weeks after the *Jacob Bell*), breaking the record of the *"Bell"* and establishing an all-time record of 74 days. (The *Flying Scud,* which reached Bombay thirty-three days after the *Jacob Bell,* made a fast passage of 81 days.) During the *"Bell's"* run to Bombay, she crossed the Atlantic equator 18 days 1 hour out, having logged 3,703 nautical miles —an average of 205 miles per day and over 8½ knots. Returning, the ship ran from Manila to New York in 113 days. With the exception of a Cape Horn voyage in 1860, the *Jacob Bell* continued to operate steadily in the China and East India trade. She loaded at and cleared Manila August 6, 1857, and was 119 days to New York and only 69 days from Anjer, 40 days from the Cape of Good Hope, and 22 days from the Atlantic equator.

In January 1859, under Capt. Charles P. Low (temporarily absent from the *N. B. Palmer*), the *"Bell"* left New York and was 114 days to Hong Kong (83 days to Anjer). She then sailed up the coast to Foochow in 10 days and, after loading, went ashore in the River Min. After getting off, the ship leaked badly, so she put into Hong Kong August 31 for repairs. The *"Bell"* sailed on October 13, 1859, and made a good passage of 102 days to New York, 75 days from Anjer, 42 days from the Cape of Good Hope, and 19 days from the line. This was proclaimed as one of the fastest passages made from a Chinese to a North Atlantic port during the late fifties and early sixties.

The *Jacob Bell* then loaded for California and, under Captain Frisbie, cleared New York March 20, 1860, arriving at San Francisco July 15 after a passage of 116 days. The *"Bell"* had run to the Atlantic equator in 22 days and was 66 days making the Horn, off which she had heavy gales for twelve days. In 46° S. Pacific, the *"Bell"* experienced a fierce tornado, which lasted a day and carried away some head gear. The ship was in company with the *Witchcraft* (1,310 tons) in 50° S. Pacific, the two clippers having left New York together, but running north in the Pacific the *"Bell"* did some great sailing and entered the Golden Gate fourteen days ahead of the Massachusetts clipper. The *Jacob Bell,* continuing her voyage, went from San Francisco to Hong Kong in 51 days, returned in 45 days, made a passage from San Francisco to London in 110 days, and thence in ballast to New York in 46 days.

On November 12, 1861, the *"Bell"* sailed from New York for Hong Kong, arriving on March 7, 1862, after a passage of 115 days and 84 days to Anjer. On July 27, she had the misfortune to be driven ashore during a severe typhoon near Whampoa, but she succeeded in getting off after discharging her cargo. Later, she went up the coast and at Foochow loaded for New York one of the most valuable cargoes ever put aboard a merchant vessel. It is said that this cargo of choice teas, cassia, camphor, and art objects was valued at $1,500,000. The *Jacob Bell* sailed on what was destined to be her last voyage on November 5, 1862. She passed Anjer on November 30, but on February 12, 1863, in Lat. 24° N., Long. 66° W., the ship was captured and burned by the Confederate raider *Florida.* The *"Bell,"* when destroyed, was ten years three months old and was valued at $50,000 (or $36 per ton).

In the early summer of 1853, A. A. Low & Bro. contracted with Roosevelt & Joyce (successors to Jacob Bell and Brown & Bell) for the building of a clipper "generally similar in model and rig to the *N. B. Palmer* but about 300 tons larger." This new clipper ship, the first built by Roosevelt & Joyce, was most significantly named *David Brown* after the Brown of the old firm of Brown & Bell. Less than three years later, the Low brothers, owners of the *David Brown,* were to acquire by purchase the *Jacob Bell,* built in 1852 at the same yard and named after the other member of the famous New York firm of shipbuilders. For several years, A. A. Low & Bro. operated the *David Brown* and the *Jacob Bell* in a splendid fleet of clippers, which included the *Samuel Russell, Surprise, N. B. Palmer,* and *Contest.* It can be said that these vessels, with the *Oriental* (which came to an untimely end in 1854 through no fault of the ship or her command), constituted the finest septet of well-designed and money-making clippers that were owned by any one firm or under any one management. Later (in February 1855), the reconstructed McKay clipper *Great Republic* (3,357 tons) was added to the fleet, and the *Golden State* (1,363 tons) was purchased from Chambers & Heiser, of New York; but even though the latter vessel proved a profitable ship and each was a fast sailer, the success of the Lows, with their claim to fame, is founded upon the before-mentioned seven fast clipper ships built during the years 1847-1853 and aggregating 8,817 tons—an average of about 1,260 tons per ship (which happens to be approximately the tonnage of their clipper ship *Surprise,* built in 1850).

Roosevelt & Joyce, which built the *David Brown* of 1,717 tons in 1853 (launched October 8), also constructed the clipper ships *Rapid* (1,115 tons) in 1853, the *Titan* (1,985 tons) in 1855, and the relatively small *Glad Tidings* of 898 tons and *Hotspur* of 862 tons in 1856 and 1857, respectively. Whereas the medium clipper *Titan* of packet type was the largest of the Roosevelt & Joyce ships and was described by the London TIMES as "the largest and fastest clipper in the world," it was the *David Brown* that gave the firm its greatest measure of fame as the builder of fast and well-designed sailing ships. The inspiration for the model and spar plan of the *David Brown* was the *N. B. Palmer,* and the underlying principles of her design originated

with Capt. "Nat" Palmer. The *David Brown* was a real clipper, but she was not a ship of extreme sharpness. She has been described as a beautiful ship and her model as "faultless."

The *David Brown,* under command of Capt. George S. Brewster, cleared New York on her maiden voyage December 13, 1853, bound for California. Three days later, the *Romance of the Seas,* a truly "extreme" clipper of 1,782 tons, built by Donald McKay, East Boston, left Boston, and what has been described as one of the greatest of all Cape Horn races to California, "on the results of which considerable money was wagered between Boston and New York interests," was under way. The *Romance of the Seas* has been designated as the last of the extreme clippers built by Donald McKay for domestic owners, and when launched on October 23, 1853, she was proclaimed to be "the sharpest ship built in Boston up to this time." Howe and Matthews say that the *Romance of the Seas* "was designed by her owner, George B. Upton of Boston." Undoubtedly, someone other than McKay had something to do with the fundamental features of the design of the *"Romance,"* for she was of smaller tonnage and a narrower vessel than McKay was advocating and building in 1853. Under sailing conditions that suited her, the *"Romance"* was probably the fastest ship ever built by Donald McKay. The *David Brown* was no more of an extreme clipper than was the *N. B. Palmer.* Following the "Nat" Palmer tradition, she was a very fast ship, with good carrying capacity for a vessel built in 1853, and she was not oversparred or overcanvased. The *Romance of the Seas* was, in fact, more of a racing machine, and Upton was sure that in that vessel he possessed a ship "that no vessel can outsail in any waters at any time." According to official measurements, the *Romance of the Seas* was much longer than the *David Brown* (240 ft. 9 in. as against 218 ft. 6 in.) and was of 65 tons greater tonnage (1,782 tons as against 1,717 tons), but was of 18 in. less beam.

The *"Romance"* was put in the water fifteen days after the *"Brown"* had been launched, and she left Boston for San Francisco on her maiden voyage three days after the New York clipper had sailed on her initial voyage for the same port. The details of these passages, which constituted a much-publicized race between a Boston and a New York clipper, are given elsewhere. Briefly summarized, the *"Brown"* gained one day on the *"Romance"* in the run to the Atlantic equator, then fell to leeward of Cape St. Roque and "had to beat around, on one day tacking five times, in consequence of which she lost nearly three days," and before she got straightened out again she was only one day ahead of the *"Romance."* (Another A. A. Low & Bro. clipper, the *Golden State* of 1,363 tons, under Captain Barstow, had a similar, but even worse, experience off St. Roque with the wind. On her passage to San Francisco, leaving New York May 25, 1854, having fallen to leeward of St. Roque, she lost a whole week in beating around.) From just south of St. Roque in the Atlantic all the way down to Cape Horn and on the run up the South Pacific to the equator, neither the *"Brown"* nor the *"Romance"* gained on the other, and for some fifty-five days the ships sailed uniformly, with the *David Brown* just one day ahead of the *Romance of the Seas.* Each rounded the Horn in the same time, sailing from 50° S. Atlantic to 50° S. Pacific against the westerlies in 13 days. The ships ran from the Cape to the line in 29 days, and they crossed the Pacific equator in Long. 111° W., one day apart, the *"Brown"* being 80 days out and the *"Romance"* 78 days. North of the equator, Captain Dumaresq was luckier than Captain Brewster, for the *"Brown,"* going farther to the westward, did not get as favorable winds as the *"Romance"* and was 15 days reaching Lat. 33° N. The Boston clipper was at that line in less than 13 days, and instead of being one day behind the *"Brown,"* the *"Romance"* was now one day ahead. The wind was very light during the last week's run of the passage. The *"Brown"* covered the last 452 miles in five days while the *"Romance"* was taking six days to traverse 436 miles, and the ships sailed through the Golden Gate within an hour or two of each other. The *"Brown"* recovered one of the days that she had lost to the *"Romance"* while running from the line to 33° N. On a passage stated as 99 days 20 hours, the *David Brown* had "sailed 16,167 miles, an average of 161.1 miles per day," and the *Romance of the Seas,* in reporting a passage of 96 days 18 hours, gave the distance traveled as "15,154 miles, an average of 156.6 miles per day."

The following record gives all the eleven clipper ship sailings for California from an East Coast United States port during a period of thirty-seven days; i.e., from November 27, 1853, to January 3, 1854. (There were three sailings, November 15-29, in 134, 126, and 122 days, respectively, and two during the period from December 30, 1853, to January 11, 1854, in 120 and 134 days, respectively.)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1853	1854	Elapsed Time	Claimed
CORINGA; 1851; 777	Bates	Jotham Stetson, Medford, Mass.	New York	Nov. 30	May 4	155	150
LIGHTFOOT; 1853; 1,996	Pierce	Jackson & Ewell, East Boston	New York	Nov. 30	Mar. 25	115	114
			(reported left Boston Sept. 7, 1853, under command of Capt. Reuben Snow)				
TELEGRAPH; 1851; 1,069	Harlow	J. O. Curtis, Medford, Mass.	Boston	Dec. 1	Apr. 16	136	119 net
			(also recorded Dec. 2 and 135 days; via Valparaiso for repairs)				
AURORA; 1853; 1,396	Brown	John Taylor, Chelsea, Mass.	Boston	Dec. 3	Apr. 10	128	126
			(put into Rio de Janeiro)				
GOLDEN FLEECE; 1852; 968	Freeman	Paul Curtis, Boston	New York	Dec. 4	Apr. 10	127	127
DAVID BROWN; 1853; 1,717	Brewster	Roosevelt & Joyce, New York	New York	Dec. 13	Mar. 23	100	99 days 20 hours
ROMANCE OF THE SEAS; 1853; 1,782	Dumaresq	Donald McKay, East Boston	Boston	Dec. 16	Mar. 23	97	96 days 18 hours
EAGLE WING; 1853; 1,174	Linnell	James O. Curtis, Medford, Mass.	Boston	Dec. 20	Apr. 5	106	105
POLYNESIA; 1852; 1,084	Watson	Samuel Hall, East Boston	New York	Dec. 24	Apr. 10	107	104
LOOKOUT; 1853; 1,291	Joyce	Chase & Davis, Warren, R.I.	New York	Dec. 29	May 5	127	126
GAME COCK; 1850; 1,392	Osgood	Samuel Hall, East Boston	New York	Dec. 29	Apr. 23	115	115

The rivalry between the *David Brown* and the *Romance of the Seas* was resumed, as the two fast clippers continued their voyages by transpacific runs from San Francisco to Hong Kong. The ships, sailing together on March 31, 1854 (after only eight days in port), reached Hong Kong at the same time, each making the passage in 45 days. On the final leg of the voyage, the two clippers did not sail from the same ports, although each took tea from China to London. The *Romance of the Seas* loaded at Hong Kong, and the records of this passage show:

Sailed Whampoa June 9, 1854; passed Anjer July 2, 1854.
Arrived London Sept. 21, 1854; length of passage, 104 days.

The run from Anjer figures 81 days. Howe and Matthews give the length of the passage as "102 days to London, 79 days from Anjer"; however, this was not the time to London but to some Channel port such as the Downs or Deal. The *David Brown* sailed some 850 miles up the coast and loaded her cargo of tea at the more remote port of Shanghai. The records of her passage to London (companion to those of the *Romance of the Seas*) are as follows:

Sailed Shanghai July 11, 1854; passed Anjer Aug. 18, 1854.
Arrived London Oct. 28, 1854; length of passage, 109 days.

The run of the *David Brown* from Anjer figures 71 days, or ten days shorter than the passage to London of the *Romance of the Seas* from the same point. Not only the run from Anjer but also the 109-day total passage of the *"Brown"* from Shanghai is a much better sailing performance than the 104-day passage of the *"Romance"* from Whampoa.

As far as the ship's sailing was concerned, this passage of the *David Brown* was a much better one than the London records of tea passages show. The *"Brown"* is reported as at Anjer August 18, 1854, but on that day the ship went hard and fast on a reef in the Straits of Sunda, "running the bow three feet out of water and twisting the forefoot badly." The log of the *David Brown* shows that the ship was at Anjer on August 20, for we read on that date: "Called on the Governor got recruits and went to sea." Other extracts from the log are of interest:

Sept. 14. Lat. 35-19 S., Long. 19-51 E. "She is a beauty in a gale."

Oct. 1. Lat. 00-13 N., Long. 28-07 W. "Pass line at 10.45 A.M. 17 days from the Cape."

Oct. 28. "Brisk gales. . . . At 7:30 P.M. about off the Caskets in sight of Deal. At 3:30 A.M. Beachy Head light was seen. . . . At 6:30 Dungeness bore WNW 6 miles. At 7:30 took a Pilot and steered through the Downs and up the River. Thus ends up off Tounge Buoy 104 days from Saddle Isles, off the Yang Tse Kiang, 69 days from Anjier, 44 from the Cape and 27 from the Line — altho it is not quite what I was in hopes of doing yet it is not bad when we consider the monsoons against us and the ships forefoot athwartships and copper off and rough."

The worthy Capt. George S. Brewster closes his log of the passage by writing across the page: "To God be all the Praise, for his protecting care."

Cutler says: "There was on the whole little to choose between the performance of the *Romance* and the *Brown*. Both were worthy good ships and ranked among the fastest of their day. Both were sailed by princes of the quarter deck, in a day when men were compelled to measure their strength and skill against the elements as well as against other individuals." Howe and Matthews, generally decidedly pro-Boston in their opinions, have written of the so-called "race" to California between the *David Brown* and the *Romance of the Seas:*

This remarkable instance of close sailing between two ships, neither apparently having any advantage over the other as to speed, over the longest and most difficult course in ocean transportation, was further exemplified by the passages of the two rivals from San Francisco to Hong Kong. . . .

Although no further opportunity ever occurred for the two ships to sail together, it is apparent that neither had an advantage over the other in sailing ability and both are considered as ranking among the fastest sailing ships ever built.

Voyage No. 2 of the *David Brown* commenced with the sailing from London on January 30, 1855, for Bombay; she was 23 days to the equator, 46 days to the Cape of Good Hope, and arrived out on May 8 after a passage of 98 days. The ship returned to Liverpool in 90 days and then crossed the Atlantic in 25 days to New York. Loading for San Francisco, the *David Brown* sailed on January 16, 1856, and but for calms and light head winds in the North Pacific would have made a passage in about 95 days. She ran from New York to the line in 22 days and sailed from the Atlantic to the Pacific equator in 54 days. She crossed the line in the Pacific when only 76 days out, but required 103 days to complete the passage, with a slow run from the Pacific equator of 27 days. Once more, in a "race" around the Horn westbound, the *David Brown* did magnificent sailing, but was "outlucked" by a very fast and more fortunate rival for speed honors. On this passage, the antagonist was the Medford-built fast clipper *Phantom* of 1,174 tons (length on deck 195 ft., beam 38 ft., depth 21½ ft.), which sailed from New York two days after the *David Brown* and, entering the Golden Gate one day after the *"Brown,"* reported a passage of 102 days 9 hours as against 103 days for the New York ship. The *Phantom* had better wind and gained nearly two days on the *"Brown"* in the North Atlantic, running to the line in 20 days 9 hours as against 22 days for the New York ship. From the Atlantic to the Pacific equator, with the ships starting almost dead even, the *David Brown* outsailed the *Phantom,* covering this the major part of the course (including the rounding of Cape Horn) in seven days less time than her adversary (i.e., 54 as against 61 days). The *Phantom* was again lucky in the North Pacific and, sailing with favorable winds, ran from the line to San Francisco in 21 days. North of the equator, on both the Atlantic and Pacific sides, the *Phantom* was favored by Dame Fortune with winds to the extent of eight days of sailing.

The following record gives the comparative sailing performances of all the ten clipper ships that sailed from East Coast United States ports during the period of thirty-five days between December 28, 1855, and January 31, 1856, inclusive. During the last week of December 1855, in addition to the clearance of the *Rambler* on the 31st, there were two sailings on the 27th—that of the *Adelaide* of 1,831 tons, which made a passage of 124 days, and the *Osborn Howes* of 1,100 tons, which ran out in 125 days. Following the sailing of the *Nabob* on January 29, 1856, the *Sea Nymph* of 1,215 tons and the *Lotus* of 660 tons sailed from New York on February 1 and made passages to San Francisco of 114 and 155 days, respectively. The next sailing, that of the big McKay-built clipper *Empress of the Seas* (2,197 tons) from New York on February 8, resulted in a run out to the Golden Gate of 116 days.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed Time	Claimed
RAMBLER; 1854; 1,119	Lothrop	Hayden & Cudworth, Medford, Mass.	Boston	Dec. 31 (1855)	May 22	143	142
WILD HUNTER; 1855; 1,081	Sears	Shiverick Bros., East Dennis, Mass.	Boston	Jan. 5	Apr. 29	115	112
AURORA; 1853; 1,396	Clough	John Taylor, Chelsea, Mass.	New York	Jan. 7	Apr. 29	113	112
GOLDEN CITY; 1852; 810	Avery	J. A. Westervelt, New York	New York	Jan. 7	May 1	115	113
DAVID BROWN; 1853; 1,717	Bradbury	Roosevelt & Joyce, New York	New York	Jan. 16	Apr. 28	103	103
PHANTOM; 1852; 1,174	Peterson	Samuel Lapham, Medford, Mass.	New York	Jan. 18	Apr. 29	102	102 days 9 hours
ALEXANDER; 1852; 596	Holway	Hayden & Cudworth, Medford, Mass.	New York	Jan. 20	May 22	123	123
SULTAN	Wyman		New York	Jan. 20	May 21	122	122
Made a fast run in the British China tea trade in 1859-1860; only 103 days from Shanghai to London.							
DERBY; 1855; 1,062	Hutchinson	John Taylor, Chelsea, Mass.	Boston	Jan. 22	May 21	120	120
NABOB; 1854; 1,246	Bartlett	John Taylor, Chelsea, Mass.	Boston	Jan. 29	May 21	113	112

From San Francisco, the *David Brown* sailed for Hong Kong, light, and then operated between China, Batavia, and Manila for over a year, returning to New York on December 28, 1857, after an absence of a year and eleven and a half months. In March 1858, the ship sailed from New York, under the command of Captain Behm, for Singapore, and again she traded in Indian and oriental waters for some time, but sailed on November 20, 1859, from Whampoa for New York, where she arrived March 2, 1860, after a passage of 103 days. On this run home, the *David Brown* and *Panama III* of 1,139 tons (built by Thomas Collyer, New York, for N. L. & G. Griswold in 1853) passed through the Straits of Sunda in company, and the ships took their Sandy Hook pilots the same day. (The log of the *Panama* states "78 days from Anjer.") On this run home, the *David Brown* reported light winds for almost the entire passage, and she "carried her three skysails for 91 days of the 103 days from port to port."

The *David Brown,* with spars cut down, sail area reduced, and the number of crew down to a minimum (and poor hands at that), cleared New York April 27, 1860, for California, but evidently did not get clear of Sandy Hook for three days. With Captain Berry in command, she was 28 days to the line and 61 days to the Horn. She crossed the equator 95 days out, but was becalmed for seven days, and she reached San Francisco after a passage of 121 days. While slow for the *David Brown,* the passage was one of the two best runs made by any of the twenty-four clippers clearing East Coast United States ports between April 18 and September 8, 1860 (a period of 143 days), the other being that of the *Panama,* which left New York on June 2 and arrived at San Francisco October 1, 1860, after a run, port to port, of 121 days. The following comparative record gives the sailing performances of all of the eleven clipper ships that sailed from an East Coast port for California during the 57-day period April 6-June 1, 1860:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1860	Length of Passage in Days	
			Port	Date 1860		Elapsed Time	Claimed
NONPAREIL; 1853; 1,431	Green	Dunham & Co., Frankfort, Maine	New York	Apr. 17	Aug. 24	129	129
WHITE SWALLOW; 1853; 1,192	Crosby	Hayden & Cudworth, Medford, Mass.	Boston	Apr. 18	Aug. 7	111	110
ELIZABETH F. WILLETS; 1854; 825	Barrett	Charles Mallory, Mystic, Conn.	New York	Apr. 18	Sept. 30	165	163
HORNET; 1851; 1,426	Mitchell	Westervelt & Mackey, New York	New York	Apr. 19	Sept. 2	136	135

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1860	Length of Passage in Days	
			Port	Date 1860		Elapsed Time	Claimed
ELECTRIC SPARK; 1855; 1,216	Candage	Hayden & Cudworth, Medford, Mass.	Boston	Apr. 21	Sept. 10	142	142
DAVID BROWN; 1853; 1,717	Berry	Roosevelt & Joyce, New York	New York	Apr. 27	Aug. 30	125	121
DERBY; 1855; 1,062	Hutchinson	John Taylor, Chelsea, Mass.	New York	May 15	Oct. 19	157	155
BLACK PRINCE; 1856; 1,061	Brown	George W. Jackman, Newburyport, Mass.	New York	May 25	Oct. 19	147	146
NEPTUNE'S FAVORITE; 1854; 1,347	Emerton	Jotham Stetson, Chelsea, Mass.	New York	May 26 (May 27)	Oct. 12	139	137
CHALLENGER; 1853; 1,334	Winsor	Robert E. Jackson, East Boston	New York	May 29	Oct. 4	128	128
METEOR; 1852; 1,068	Melville	E. & H. O. Briggs, South Boston	Boston	May 30	Oct. 12	135	133

It would seem that, because of competitive conditions and low freight rates, the *David Brown* had not been operated with much of a profit for several years, and the ship had not been kept in a good state of repair. She had been in a collision and ashore in the Far East and on two occasions had put into Asiatic ports leaking. Evidently, the ship was not given a complete overhauling. She sailed from San Francisco October 11, 1860, with 1,854 short tons of wheat aboard for Liverpool. The charter gave the owners a sum of £5,700 sterling for the passage, and she carried twenty-four passengers, of whom nineteen were women and children. The number of the crew was stated as twenty-two men all told—a very small number to handle a 1,717-ton clipper ship. In the South Atlantic (Lat. 45°), the ship experienced a heavy gale with high head seas, and she sprang a bad leak. In early January, heavy northeast winds and seas increased the leaks, so that they got out of control. On January 6, 1861, the crew and passengers took to the boats, and the ship was abandoned in a sinking condition. One boat (Captain Berry's) was picked up by the Spanish bark *Observador* and taken to Havana, and the other boat (Mate Daly's) was met by the bark *Sea Wave* and the party taken to Liverpool. The insurance paid on the ship and her cargo totaled $170,000. The *David Brown* was lost, but all hands on board were saved, early in the same year (1861) that saw the *Bald Eagle* disappear at sea, with all hands, and about two years before the *"Brown's"* old rival, the *Romance of the Seas,* met a similar fate.

In August 1852, Chambers & Heiser, of New York, contracted with Jacob A. Westervelt for an extreme clipper ship "following the idea of the *N. B. Palmer* but about ten foot shorter, one foot more beam and sharper ended." The result was the *Golden State* of 1,363 tons, launched January 10, 1853. A comparison of the registered dimensions of this ship with those of the *N. B. Palmer,* built in the same yard two years earlier (launched February 5, 1851), is of interest:

Name of Clipper	Tonnage	Dimensions in Feet and Inches			Tonnage—"New Measurement"
		Length	Beam	Depth	
GOLDEN STATE	1,363	188	39- 8	21- 6	944
N. B. PALMER	1,399.5	202- 6	38- 6	21-11	1,124

The *Golden State* was purchased by A. A. Low & Bro. during the depression and operated by the Lows for many years. It was said of her, "She is a beautiful ship, alow and aloft, a favorite vessel with shippers and a profitable one to her owners." Moreover, unlike the *David Brown,* the *Golden State* was kept in good physical condition and for over thirty years gave good service under the American flag. In the late seventies, trade and economic conditions caused the vessel to be cut down on the mizzen to a bark, and "repairs were skimped," so that she sprang a leak in the North Atlantic in severe gales in February 1883 and had to put into Rio de Janeiro in distress. The cargo was discharged, and the *Golden State* was sold to D. & J. Maguire, of Quebec, Canada, who renamed her *Anne C. Maguire* and placed her under the Argentine flag. The vessel operated successfully in the turbulent North Atlantic trade until (through no fault of her own)

she was wrecked on Cape Elizabeth, Maine, in December 1886 after an active sea life of thirty-three years.

The *Golden State* cleared New York for San Francisco on her maiden voyage on February 8, 1853, and ten days later lost all her three topmasts with their spars, sails, and rigging. Temporary repairs were made, and the ship made for Rio de Janeiro for new spars, where she arrived March 16, and again resumed her voyage on April 6 after being in port three weeks. Capt. L. F. Doty, reporting to the ship's owners by letter from Rio de Janeiro dated March 18, 1853, said:

> I have arrived here at anchor on the 16th at 5 P.M., and have the misfortune to inform you that on the night of the 18th Feb., ten days out from New York, in a sudden whirlwind, carried away all three topmasts with everything attached.
>
> This ship has proved herself a remarkably fast sailer, having made, the day previous to her disaster, 327 miles, good observation, under royals. The third day out from New York came up with and passed the ship *Northern Crown* (from New York for San Francisco) and in eight hours left her out of sight. Next day, wind S.E., fell in with ship *Ariel,* from New York for China, and in nine hours beat her out of sight to leeward.
>
> In six days after losing spars had set all sail possible—nothing above fore and mizen topsails single reefed, as they were set on spare top gallant masts. Made Rio in 36 days, and would have made it in 26 if could have set sail, as weather was mild.

The *Golden State,* continuing her passage, experienced heavy weather off the Horn and was 26 days rounding the Cape, and in the North Pacific she was further handicapped by unprecedentedly light winds. The ship reached San Francisco on July 12, 1853, 154 days out from New York (132 days at sea), and reached port two days ahead of the *Northern Crown.* Continuing, the *Golden State* crossed the Pacific from San Francisco to Shanghai in 54 days and sailed from Shanghai with tea to London. British records state that the ship cleared Shanghai on October 24, 1853, and arrived at Deal February 9, 1854 (Gravesend, February 12; London, February 13). The arrival dates check with the ship's log, but not the date of departure from China, which evidently is two weeks in error, as the passage reported by Captain Doty was "94 days from Shanghai to London [Deal] and 82 days from Anjier." From London the ship crossed to New York in ballast.

Voyage No. 2 of the *Golden State* was another around-the-world journey sailing westward around Cape Horn and the Cape of Good Hope via San Francisco and Shanghai, China. She sailed from New York under Captain Barstow on May 26, 1854, had bad luck with the wind, and lost a full week beating around Cape St. Roque. Later, in the North Pacific, she had "to crawl the last 700 miles" of the passage to San Francisco. The *Golden State* did not show up well on this passage, as her run of 125 days to the Golden Gate, which she entered on September 28, 1854, was slow; the *Hurricane* (1,608 tons), sailing the same day from New York, reached San Francisco on September 4, or twenty-four days ahead of the *Golden State.* The *Bonita* (1,127 tons), sailing from Boston on May 25, is credited with a passage of 124 days. The *Galatea* (1,041 tons) and *Gazelle* (1,244 tons) each made port a day ahead of the *Golden State* after passages of 115 and 114 days, respectively. It would seem that Captain Barstow was amazingly unfortunate in plotting the course for his ship on this passage, for in his efforts to find wind he either encountered unexpected head winds or ran into light airs, although most of his competitors, following more closely Lieutenant Maury's suggestions, made very good passages. That the *Golden State* could sail if she was given a chance was proved by the fact that she was with the *Golden West* (1,441 tons), buffeted by gales off the Horn, but after both ships got straightened out on their course, the *"State"* beat the *"West"* by four days on the run north to San Francisco.

The *Golden State* sailed from San Francisco October 14, 1854, in company with the *Galatea,* and the ships made good runs of 42 days to Shanghai. Leaving Shanghai on January 1, 1855, the *Golden State* made a phenomenally fast run to New York. The New York COMMERCIAL ADVERTISER, issue of April 2, 1855, states that the *Golden State* arrived at New York the previous day (April 1) after a very fast passage of 90 days from Shanghai. The ship's log, however, says that the vessel left Shanghai on New Year's Day, cleared Java Head on January 14, was at the equator 67½ days out, and from there ran to New York in 21 days, being anchored in New York Harbor after a passage of 88½ days from Shanghai and 74 days from Anjer.

The third, fourth, and fifth voyages of the *Golden State* were between New York and China. They can be briefly summarized as follows:

Voyage No.	Captain	Outward Ports	Outward Passage in Days	Homeward Ports	Homeward Passage in Days
3	Barstow	New York to Hong Kong	90	Foochow to New York	105
4	Barstow	New York to Hong Kong	114	Foochow to New York	95
5	Hepburn	New York to Hong Kong	93	Foochow to New York	93

On the return leg of Voyage No. 5, the *Golden State* ran from Java Head to the Cape of Good Hope in 31½ days (beaten only by the *Challenge,* 2,006 tons, around that time), and her run from Anjer to New York was made in 74 days.

On the next voyage, with Captain Hepburn in command, the *Golden State* had a mutiny on board when bound to Hong Kong. The crew refused duty and beat up the officers and boatswain with handspikes. The mutineers then took to the boats, but were later apprehended, jailed, and punished at Penang. After trading between Chinese, East Indian, and Australian ports, the *Golden State* left Hong Kong on December 2, 1859, and made a fast run to New York via Batavia. This passage, which terminated at New York on March 2, 1860, was 91 days gross, but allowing for stops en route, it was reported as of only "84 days actual sailing time." The ship passed the Cape of Good Hope on January 21 and ran from there home in 41 days. Near Mauritius, the *Golden State* spoke the clipper *Electric Spark* of 1,216 tons (built at Medford, Mass., in 1855) and beat her three days on the run to New York.

The next voyage of the *Golden State* was a California run, with Capt. Charles A. Ranlett in command. She cleared New York June 23, 1860, and arrived at San Francisco October 29 after a passage, port to port, of 128 days, which was not fast, but was good time for the season of the year and the period of operation of the clippers (with their cut-down spars and reduced crews), as the following record of all the ten clipper ship sailings from East Coast ports during the period May 27-August 7, 1860, clearly proves. It is said that the *Golden State* and *Golden Fleece* actually sailed in company from Sandy Hook and passed through the Golden Gate together, 128 days later, an instance of remarkable, uniform sailing for a period of over three months.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure Port	Departure Date 1860	Arrival at San Francisco 1860	Length of Passage in Days: Elapsed Time	Length of Passage in Days: Claimed
CHALLENGER; 1853; 1,334	Winsor	Robert E. Jackson, East Boston	New York	May 29	Oct. 4	128	128
METEOR; 1852; 1,068	Melville	E. & H. O. Briggs, South Boston	Boston	May 30	Oct. 12	135	133
PANAMA III; 1853; 1,139	Soule	Thomas Collyer, New York	New York	June 2	Oct. 1	121	120
WINGED ARROW; 1852; 1,052	Berry	E. & H. O. Briggs, South Boston	Boston	June 18	Nov. 16	151	150
GOLDEN FLEECE; 1855; 1,535	Manson	Paul Curtis, East Boston	New York	June 22	Oct. 29	129	128
GOLDEN STATE; 1853; 1,363	Ranlett	J. A. Westervelt, New York	New York	June 23 (June 22)	Oct. 29	128	128
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, East Boston	Boston	July 6	Nov. 15	132	131
OCEAN EXPRESS; 1854; 1,697	Haley	J. O. Curtis, Medford, Mass.	New York	July 10	Nov. 30	143	139
FAIR WIND; 1855; 1,299	Crowell	E. & H. O. Briggs, South Boston	New York	July 27	Dec. 7	133	133
NOR'WESTER; 1854; 1,267	Almy	Samuel Lapham, Medford, Mass.	Boston	July 28	Dec. 14	139	138

Returning, the *Golden State* loaded 1,195 short tons of wheat (equivalent to 1,067 long tons, or a cargo deadweight of 78 per cent of the registered tonnage) and ran to Cork around the Horn eastbound in 94 days. The ship crossed the Atlantic to New York in ballast in the excellent time of 20 days and again loaded for California, arriving at San Francisco in 120 days after a passage

on which she encountered light winds throughout. Continuing around the world via Yokohama and China, the *Golden State* arrived at New York on December 15, 1862, 127 days from Amoy against the monsoon and 78 days from Anjer. Capt. Rowland T. Delano then assumed command and took the *Golden State* on her last run to California, arriving at San Francisco July 6, 1863, after a passage of 121 days. The ship then proceeded to Peru, loaded guano at the Chincha Islands, and cleared Callao for Hamburg. In the North Atlantic, 79 days out, the mate and two seamen were swept from the decks in a heavy gale, but the ship was off the Start in the English Channel on April 4, 1864, 100 days out from Callao.

Aside from one eastward Cape Horn passage of 107 days from San Francisco to New York in 1873, the operations of the *Golden State* under American ownership were limited, from 1864 on, to trade between New York, China, and Japan, and historians tell us that the ship "was always a favorite with shippers and had the longest career of any vessel engaged in this trade." It was reported in May 1867 that a cargo of tea, recently imported, was the largest ever received at New York and that "it sold prior to arrival for $1,000,000." On the next voyage, the *Golden State* went from New York (sailing in June 1867) to Hong Kong, Amoy, and Hong Kong, and she returned home in "under eight months on the round, including all detentions." In 1872 the *Golden State* made a very fast run of 34 days from Shanghai to San Francisco, where she arrived on November 22.

The clipper *Resolute*—described by contemporaries as "a handsome little ship with a fine model" and about the size of the British tea clippers of the fifties and sixties—was for years "of doubtful ownership." However, for the first nine years of her career, it is said, A. A. Low & Bro., of New York, was interested in her and for several years controlled and operated her. The *Resolute* was not a typical Low ship as were the *Houqua, Samuel Russell, Oriental, Surprise, N. B. Palmer, Contest,* and *David Brown,* and she positively did not fit into the general scheme of operations of the Lows, as did their purchased ships, the *Jacob Bell* and *Golden State.* At all times, she was an "outsider," as was the Low-acquired and reconstructed, Donald McKay-built *Great Republic;* but the *Resolute* was probably as much "too small" to fit into the A. A. Low & Bro. picture as the *Great Republic* was "too large." Moreover, even when the Lows were the reputed owners of these two vessels, there was for many years a large outside (and majority) interest held elsewhere.

The *Resolute* of 787 tons was launched January 15, 1853, from the yard of Westervelt & Sons, New York, which had built the *N. B. Palmer* of 1,399 tons in 1850-1851 and the *Contest* of 1,099 tons in 1852 for the Low firm. When building and even at the time when she was in the water and being rigged, it was claimed by Westervelt & Sons that "the *Resolute* is the first ship to be built in the United States for English owners." The builders, of course, referred to the period following the Revolution and the birth of the republic. It was said that the little ship, built for the China (and positively not for the California) trade, had been ordered by a "Mr. Miller of London," but evidently final payment for the ship was not forthcoming when she was completed and ready for sea, and the builders would not let her go under British registry. The *Resolute* was operated as an American ship, although there evidently was a British interest in her, until 1862, when, following a voyage from New York to China and return to England, she was sold to J. Moorewood & Company, of Bristol. Nine years later (1871), she was purchased by the Spanish and her name changed to *Resoluda,* with Barcelona as the hailing port. Her recorded owner in 1875 (when the ship was twenty-two years old) was J. Escoffet.

A brief summary of the most important voyages of the *Resolute* is as follows: She left New York on her maiden voyage, under Captain Perry, February 15, 1853, going out to Melbourne, Australia, in 98 days. She proceeded to China and sailed from Whampoa December 8, 1853, for London, where she arrived April 4, 1854, after a passage of 117 days, port to port, being one day longer than the *Argonaut* of 575 tons, which left Hong Kong in company with her. Commanded by Capt. Daniel McKenzie (who had been in the Low clipper *Houqua* for three voyages), the *Resolute* left London June 3, 1854, passed the Lizard June 6, was 25 days to the line, 54 days to the Cape, and 90 days to Anjer. She continued to Hong Kong and loaded at Foochow, from which port she sailed for New York April 24, 1855, arriving home August 28 after a passage of 126 days and 88 days from Anjer. On October 16, 1855, the *Resolute* cleared New York on her only passage to California. She reached San Francisco March 11, 1856, after a very slow run of 147 days elapsed time, port to port, from clearance to entry, but the ship's log gives

the passage as one of 145 days. She was 35 days to the line, 62 days to the Horn, 110 days to the Pacific equator (being off the Horn for fifteen days), and was held seven days outside the Golden Gate in a dense fog, with no wind. All the other clipper ships sailing from an eastern port at the time of and for a month before the *Resolute* made slow passages, as the following record of the performances of the ten clippers sailing between September 19 and October 23 clearly shows:

Name of Clipper	Tonnage	Date Departure 1855	Date Arrival 1856	Passage in Days Port to Port	Name of Clipper	Tonnage	Date Departure 1855	Date Arrival 1856	Passage in Days Port to Port
SKYLARK	1,209	Sept. 19	Feb. 13	147	CARRIER DOVE	1,694	Oct. 5	Apr. 28	206
GLADIATOR		Sept. 22	Mar. 29	189	SANCHO PANZA	876	Oct. 11	Mar. 8	149
WINGS OF THE MORNING	915	Sept. 26	Feb. 18	145	CHARMER	1,055	Oct. 15	Mar. 8	145
WILD RANGER	1,044	Oct. 3	Feb. 15	135	RESOLUTE	787	Oct. 16	Mar. 11	147
MAMELUKE	1,303	Oct. 3	Feb. 19	139	NOONDAY	1,189	Oct. 17	Mar. 5	140

The CARRIER DOVE had to put into Rio de Janeiro for repairs and was there about seven weeks. The SANCHO PANZA put into Juan Fernandez for water.

The big *Comet* (1,836 tons), one of the very fastest clipper ships in the world, sailed eight days after the little *Resolute* and reached San Francisco February 25, 1856, after a passage of 124 days, port to port; but the *Victory* of 669 tons, sailing on October 29 (thirteen days after the *Resolute*), required 155 days to complete her passage.

The *Resolute* sailed from San Francisco to Hong Kong in 50 days. The next passage of which we have a record is a sailing from Foochow on October 22, 1857, and arrival at New York February 20, 1858—a run of 121 days and 86 days from Anjer. Making another voyage out to China, she next returned to New York, 105 days from Penang.

Under British registry (with Captain McGilvery in command), the *Resolute* sailed from Cardiff to Shanghai, where she arrived February 6, 1863. Leaving Shanghai March 28, she proceeded to New York and arrived July 18, 1863, after a passage of 112 days and 85 days from Anjer. She sailed from New York August 30, 1863, for Hong Kong and arrived back at New York June 15, 1864, after a passage of 105 days from Whampoa, 92 days from Anjer, and 52 days from the Cape of Good Hope.

As before stated, the clipper ship *Great Republic,* after being damaged by fire in 1853, was sold by the underwriters to A. A. Low & Bro. She was rebuilt by Sneeden & Whitlock at Green Point, Long Island. The complete record of the *Great Republic* is given in Volume III of this work (from page 2073 to 2085) under the heading, "The *Great Republic*—the World's Largest Clipper Ship."

In 1855, Roosevelt & Joyce, New York, built "a pretty little bark of about 600 tons," which was named the *Maury* and was acquired by A. A. Low & Bro., of New York. This little craft was not a clipper, but, like the barks *Penguin* and *Benefactor* and the more historic barkentine *Fairy,* was a medium full-modeled vessel carrying a good spread of canvas. It was thought that, with a small crew and carrying a relatively big cargo for "their inches" and tonnage, these vessels could be operated to earn a good revenue from freight and to be profitable in the China and East India trade. The *Maury* was named after Lieut. Matthew Fontaine Maury, U.S.N. (1806-1873), known as "The Pathfinder of the Seas." The splendid record of the bark *Maury* in the tea trade is given in Volume IV of this work (pages 2225-2233) in that part of the China trade under the caption, "American Sailing Ships in the China-to-England Tea Trade, 1850-1860 Inclusive." In the tea "races" of 1856 and 1857, the *Maury* is credited with beating not only the British clippers *Lord of the Isles* (770 tons) and *Chrysolite* (471 tons) but also much larger American clippers. We also read of the *Maury's* beating the clipper ship *Hotspur* of 862 tons (also a product of Roosevelt & Joyce, New York; built in 1857 for New Bedford owners). The *Hotspur* left New York April 25, 1861, for Hong Kong, and two days later (April 27) the *Maury* cleared for the same port. The log of the *Hotspur* shows a good run of 76 days to Anjer (reported July 10). Beating against a light monsoon, she sailed well up

the China Sea, but as she approached Hong Kong, the *Maury* caught up with her, and the two vessels entered the harbor together on July 28, 1861. The *Hotspur* completed a good passage of 94 days, but the *Maury* had beaten this by two days and made the run, port to port, in only 92 days. Each vessel had made the passage from New York to Anjer in 76 days, but the *Maury* ran from Anjer to Hong Kong in 16 days, whereas the *Hotspur* had required 18 days to cover this last leg of the passage.

The American Lloyd's Registry of 1860 records the bark *Maury* as owned by A. A. Low & Bros. and measuring 594 tons (141 ft. length, 30 ft. 4 in. beam, and 16 ft. 3 in. depth). The Registry of 1865 lists the bark *Benefactress,* with same measurements, built by Roosevelt & Joyce in 1855 and owned by A. A. Low & Bros., and gives the notation, "Late *Maury.*" The "clipper bark" *Benefactress* is credited with one of the fastest homeward passages in the China trade in 1865; i.e., 87 days from Amoy to New York, where she arrived February 22, 1866, after a fast run of 73 days from Anjer.

Grinnell, Minturn & Company, New York

In the 1840's and around mid-century, Grinnell, Minturn & Company, of New York, was the foremost sailing packet shipowner and operator and one of the leading general shipping houses in New York. The firm was of outstanding prominence during the brief clipper shipbuilding era, and although it was conspicuous as the owner of the *Flying Cloud,* the reputed "Queen of all Cape Horners" while Captain Creesy was in command of her (1851-1855), it was too keen in business to build or acquire much sharp-modeled, overcanvased clipper ship tonnage. Grinnell, Minturn & Company contracted for only two such ships (the *Sea Serpent* of 1,402 tons and the *North Wind* of 1,041 tons) and purchased one other (the *Flying Cloud* of 1,782 tons) during the clipper ship decade of 1850-1860—and this during the frenzied boom years of 1850-1853. Ownership of other fast clippers, such as the *Sweepstakes* of 1,735 tons (of which this firm was neither the owner of record nor the generally accredited owner), has been lodged with it by some historians. The usually reliable Captain Clark names this firm as the owner of not only the *Sweepstakes*—in which it might have acquired a small interest—but also the *Sovereign of the Seas* (2,421 tons), which is incorrect. Whereas Donald McKay tried hard in 1852 to sell this big extreme clipper ship to Grinnell, Minturn & Company (which had purchased his *Flying Cloud* in 1851), this prominent and very practical firm of New York shipowners would have nothing to do with a vessel of her sharpness, size, cost of operation and maintenance, and relatively low cargo-carrying and, therefore, revenue-producing power. Throughout the clipper ship era and the period of the great fight between sail and steam on the North Atlantic, Grinnell, Minturn & Company remained the leading owner of sailing packet ships and the shrewdest and soundest operator of American sailing ships on the Seven Seas. This firm was aggressively active until after the Civil War, and its Swallowtail transatlantic packet service operating between New York and Liverpool was maintained in the face of the fiercest competition until 1880. Its Maine-built *Ne Plus Ultra* of 1,396 tons, which arrived in New York May 18, 1881, was the last real sailing packet operated by a legitimate, established line to cross the Atlantic Ocean. The Swallowtail lines of Grinnell, Minturn & Company and its predecessor company conducted a fine, fast, reliable, and steady sailing packet service across the Atlantic for fifty-nine years.

Preserved Fish, a New Bedford whaling captain, and his cousin, Joseph Grinnell, formed a partnership in New York in the second decade of the century, and Fish & Grinnell became a little later Fish, Grinnell & Company and soon grew into Grinnell, Minturn & Company. Preserved Fish, a member of a New Bedford and Massachusetts family interested in ships and ocean trade, had moved to New York to act as agent for New Bedford whale oil merchants. He maintained, "There is more money in selling oil than in gathering it." After several years of "going it alone," the old "sea salt" became associated with his relative, Joseph Grinnell, who was the eldest son of Cornelius Grinnell, also of New Bedford. The Grinnells were shipbuilders and shipowners. In a list of outstanding, fast ships built early in the century is the *Euphrates* of 364 tons, built at New Bedford in 1809 for Cornelius Grinnell, owner. (In later years, Amos Grinnell built ships

at Mystic, Conn., and he, with Connecticut friends, owned the fast bark *Asa Fish* of 320 tons, built in 1849 by Irons & Grinnell, Mystic, Conn.—a firm that became famous as the builder of the clipper ships *Harriet Hoxie* of 678 tons in 1851, *Electric* of 1,274 tons in 1853, *Harvey Birch* of 1,482 tons in 1854, and the incomparable record-breaker *Andrew Jackson* of 1,679 tons in 1855.)

In 1822, Fish & Grinnell organized and, as agents, took over the management of one of the two New York-Liverpool lines that established a regular packet service between the ports that year to furnish (1) competition to the original Black Ball Line, which had inaugurated such service in 1818, and (2) additional, i.e., more frequent, sailings. The two new packet lines became known as the Red Star and the Blue Swallowtail, the latter being the Fish & Grinnell line. Its ships carried the swallowtail flag of Fish & Grinnell, and this fact furnished the name for the line to distinguish it and its ships from the Black Ball and Red Star lines trading between the same ports. In 1824 the first two sailing packet lines were organized to operate between New York and London. One of these was the Griswold Black X Line, but the other was formed by Fish, Grinnell & Company as an extension of its already well-developed transatlantic packet service. The Liverpool ships of the company flew a blue swallowtail flag, but the London ships were given a red one; hence the London fleet came to be identified with the Red Swallowtail Line, while the Liverpool ships became known as vessels of the Blue Swallowtail rather than merely "Swallowtail" line. In 1829, Preserved Fish and Joseph Grinnell withdrew from Fish, Grinnell & Company. Fish went to Liverpool for a while and, on his return to New York, became a bank president. Joseph Grinnell returned to New Bedford, became interested in the cotton industry in 1847, and served for eight years in Congress. The control of the firm of Fish, Grinnell & Company passed in 1829 to Joseph Grinnell's two younger brothers, Moses Hicks Grinnell, who also, later, served in Congress, and Henry Grinnell, and to Henry's brother-in-law, Robert Bowne Minturn. These three men conducted the affairs of the firm until after the Civil War, but its name continued as Fish, Grinnell & Company until 1833, when new laws and regulations affecting the names and descriptive ownership of corporations made it necessary to change the name to Grinnell, Minturn & Company.

Other members of the Minturn family, in addition to Robert Bowne, were interested in ships and their operation. We find mention of the shipping firm of Franklin & Minturn. The fast topsail schooner *Russell* (Captain Vibberts), which sailed from China during the War of 1812 and "reached up Buzzards Bay 96 days from Lintin," establishing a sailing record, was owned by Minturn & Champlin, of New York. (Leaving Canton around Christmas of 1814, this vessel had evaded the British blockading squadron, but had sailed to Buzzards Bay rather than to New York to avoid British interference off Sandy Hook, as Captain Vibberts had no opportunity of learning that the war was over.) A large, very early packet type of ship named *Ontario* (528 tons), built in 1812 by Adam & Noah Brown, New York, was registered as owned by Benjamin G. Minturn and John T. Champlin. (This *Ontario* antedated the first transatlantic packet of that name, which was of 489 tons and built in 1830 for Grinnell, Minturn & Company of the London Red Swallowtail Line by Webb & Allen, New York, and, of course, the big *Ontario II* of 1,501 tons, which entered the Blue Swallowtail Liverpool service in 1854.) In 1843 the New Line of transatlantic sailing packets was formed to run between New York and Liverpool, the organizers being the firm of Woodhull & Minturn, which consisted of Albert Woodhull and the two brothers Edward and Charles Minturn, relatives of Robert B. Minturn. The New Line ran in competition with the old (and pioneer) Black Ball, Red Star, Grinnell, Minturn & Company's Blue Swallowtail, and Edward Knight Collins' Dramatic lines between New York and Liverpool. The New Line purchased the *Rochester* of 714 tons, built in 1839, and the *Hottinguer* of 993 tons, launched in 1840, and built the historic *Liverpool* of 1,077 tons and the popular *Queen of the West* of 1,160 tons, followed three years later by the fast *Constitution* of 1,327 tons, which is credited with an 18-day westbound crossing. In 1849, however, Grinnell, Minturn & Company and its Swallowtail lines of transatlantic sailing packets took over Woodhull & Minturn's New York-Liverpool New Line. Cornelius Grinnell, Jr., was active in the management of the ships, and Grinnell, Minturn & Company was the outstanding firm and acknowledged leader of the sailing packet operators. It has been said that Grinnell, Minturn & Company actually owned a larger percentage of each of the ships that it operated—and presumably owned—than any other packet ship managing owners. From the customhouse registry figures of proportional shares of packet

ownership for 1850-1851 (no such data are available prior to 1848), we find that the owners of record of certain Grinnell, Minturn & Company Blue Swallowtail ships were Henry Grinnell, Moses H. Grinnell, and Robert B. Minturn, who generally owned individually about one-third of their joint financial interest in any vessel.

When Grinnell, Minturn & Company acquired the New Line ships of Woodhull & Minturn in 1849 (*Hottinguer, Liverpool, Queen of the West,* and *Constitution*), its own fleet of transatlantic sailing packets consisted of the following twelve ships, which, with the four obtained from Woodhull & Minturn, made a total fleet of sixteen sailing packet ships, all in service, at the close of 1849: *Patrick Henry* of 880 tons, built in 1839; *Ashburton* of 1,015 tons, built in 1842; *Henry Clay* of 1,207 tons, built in 1845; *New World* of 1,404 tons, built in 1846; *Albert Gallatin* of 1,435 tons, built in 1849; *Wellington* of 726 tons, built in 1837; *Switzerland* of 567 tons, built in 1836; *Prince Albert* of 884 tons, built in 1843; *Sir Robert Peel* of 940 tons, built in 1846; *Independence* of 732 tons, built in 1834; *Yorktown* of 1,150 tons, built in 1847; and *London* of 1,145 tons, built in 1848. The following sailing packet ships were built or acquired and put in the transatlantic service of Grinnell, Minturn & Company's Swallowtail lines from mid-century to the end of the service—to Liverpool in 1867 and to London in 1880-1881: *Constantine* of 1,161 tons, built in 1850; *American Union* of 1,146 tons, built in 1851; *Aurora* of 1,639 tons, built in 1854; *Ontario II* of 1,501 tons, built in 1853; *American Congress* of 863 tons, built in 1849; *Cornelius Grinnell* of 1,117 tons, built in 1850; *Christiana* of 666 tons, built in 1846; *Rhine* of 1,037 tons, built in 1850; *Plymouth Rock* of 973 tons, built in 1849; *E. W. Stetson* of 1,164 tons, built in 1862; and *Ne Plus Ultra* of 1,534 tons, built in 1863. (The record and dimensions of the Blue and Red Swallowtail ships and others of the transatlantic packet fleet are given in Volume II in the section covering "The Sailing Packet Era.")

Among the early big ships owned and operated by the Grinnells and Minturns was the *Pennsylvania* of packet type, built in 1836 by Webb & Allen, New York. This ship was of 808 registered tons (148 ft. long, 34 ft. 9 in. beam, 21 ft. deep) and was owned by Moses H. Grinnell, Robert B. Minturn, et al., New York. In 1832 the ship *Robert Bowne* of 505 tons, also of packet type, was built at Stonington, Conn., for "Grinnell & Minturn et al., New York." She was 123 ft. long and 30¼ ft. beam. One of the earliest "very fast" and famous ships owned by Grinnell & Minturn was the *Horatio* of 470 tons (length 119 ft. 10 in., beam 29 ft. 8 in., depth 17 ft.), built by Hillman, New Bedford, in 1833. The *Horatio* made, we are told, "four successive out-of-season passages to and from Canton in the average time of 104 days" and, in 1843, made a round voyage—New York-Canton-New York—in 8 months 20 days. It is evident that while Grinnell, Minturn & Company was primarily interested in the North Atlantic ships, it was also engaged in the China trade and dispatching ships for commerce generally on the Seven Seas.

The firm of Grinnell, Minturn & Company either ordered or bought from the builders, when new, only three extreme clipper ships, and these were acquired during 1850-1853—the first three years of what is known as the American clipper ship decade. These vessels can be described as follows:

Name of Clipper and Year Built	Builder	Tonnage	Dimensions in Feet and Inches			Ownership by Grinnell, Minturn & Co. and Subsequent History
			Length	Beam	Depth	
SEA SERPENT; 1850	George Raynes, Portsmouth, N.H.	1,402	196- 9	39- 3	20- 8	Sold in May 1874 for $22,500 to Norwegians and renamed PROGRESS of Tonsberg. End unknown, but was on register in early 1890's.
FLYING CLOUD; 1851	Donald McKay, East Boston	1,782	229	40- 8	21- 6	Laid up by Grinnell, Minturn & Co. in Apr. 1858. Sold in Nov. 1859. Again sold and under British flag in 1862. Wrecked 1874 and burned for metal June 1875.
NORTH WIND; 1853	Abraham C. Bell, New York	1,041	177	35- 8	21	Substantial part sold to British in June 1861. Under entire British ownership and flag winter of 1862-1863. Reported wrecked in 1871, but off registers of 1868.

The extreme clipper ship *Sea Serpent* was launched from the yard of George Raynes, Portsmouth, N.H., on November 20, 1850, seventeen days before Donald McKay's first "exceedingly sharp-line" clipper *Stag Hound* was put in the water and forty-six days after New England's pioneer real clipper ship, the *Surprise,* had been launched by Samuel Hall at East Boston, Mass. A comparison of the models and mainmasts of these three early New England clippers is as follows:

Name of Clipper	Registered Tonnage	Deadrise Inches	Rounding, or Swell, of Sides Inches	Sheer Inches	Length of Mainmast Feet	Length of Main Yard Feet	Rake of Mainmast — Inches per Foot
SEA SERPENT	1,402	40	4	24	87	80	1¼
STAG HOUND	1,534	40	4	30	88	86	1¼
SURPRISE	1,261	30	9	30	84	78	¾

The *Sea Serpent* was the first of the real "Down East" clipper ships built on the Piscataqua or east thereof, and that she was unusually well built is proved by her long sea life. When forty years old, the ship was still in service under her own canvas; unfortunately, her end is not known. It is said that "underwriters were never called upon to pay any claims for damages to her cargoes," which is evidence both of good timber, planking and fastening used in her construction and of excellent and honest workmanship. Her owners, Grinnell, Minturn & Company, we are told, were so well pleased with the ship—her fine appearance, apparent sturdy construction, and pleasing finish—that "they paid George Raynes, her builder, a bonus and distributed a sum of money among the mechanics employed in her construction."

The *Sea Serpent* had a very sharp wedge-like bow, but a reasonable flare in her above-water lines forward. She was reputed to be "a dry and excellent sea boat in every way" for an extreme clipper, being in this respect superior to Donald McKay's *Stag Hound.* As a matter of fact, the *Sea Serpent* was about half way, in sharpness of model, between the *Surprise,* which was more moderate, and the *Stag Hound,* which was more extreme. However, the *Surprise,* designed by Samuel H. Pook, of Boston, is credited with having the best model of the three early New England clippers and the *Sea Serpent* with being the best built. Howe and Matthews say that the *Sea Serpent* proved to be a fast sailer and a seaworthy ship and, "in light winds, would slip through the water on her course, while other ships nearby would not have steerage way." This quality should have made the *Sea Serpent* particularly suitable for the China trade rather than the Cape Horn service. However, the records show that on her one passage in the Britain-China tea trade in 1859, her performance was not outstanding as far as the American clippers in the service were concerned, although she beat decisively all the British-built clippers in the run to London. The *Sea Serpent* did some good sailing in the China-United States trade and made a splendid fast run from Hong Kong to New York in 1856. Whether or not the *Sea Serpent* was as good at "ghosting along" in the calms generally encountered in the tropics as the Massachusetts historians suggest, it is evident that the New Hampshire-built ship was a good Cape Horner. She made only one spectacular passage westbound (101 days in 1865-1866), and this when she was fifteen years old, but she generally had poor sailing conditions to contend with on her passages and averaged about 120 sailing days for all her fourteen westbound Cape Horn runs. She made her last run over this severe trade route in 1871-1872 in the excellent time of 108 days from New York to San Francisco, at which time the ship was twenty-one years old. The Boston ATLAS, issue of November 20, 1850, had this to say—in part—of "The Clipper Ship *Sea Serpent*":

> This is the second clipper on a large scale which has been built in New England this season; the *Surprise,* built at East Boston, was the first. The *Sea Serpent* . . . is very sharp forward and beautifully proportioned aft, without being cut up like a center-board, and broadside on she looks rakish and saucy. To use a nautical phrase, "her model fills the eye like a full moon," and her strength and workmanship are of the highest order.

Upon the arrival of the *Sea Serpent* in New York in December 1850, the HERALD, describing the new Yankee clipper, said:

> Her bow partakes of the wedge in appearance, and she is very sharp, but her lines are nearly all rounded. . . . The model of the *Sea Serpent* is one that the greatest grumbler would be at a loss to find

the smallest fault with. Head on she has a most rakish appearance, and her lines swell along the bow into their utmost fulness and then taper off again into the clean run; they show uncontestably that "the line of beauty" has been made the guide in her construction. They are as perfect as perfection itself.

The new clipper ships of 1850 did not have the Atlantic packet above-water bow of the *Rainbow,* John W. Griffiths' much-discussed clipper of 1844-1845, and the *Sea Serpent* did not have the hollow, or concave, bow lines of that ship, but a much longer, sharper, or more acute, wedge-like entrance. Her lines in general below water followed more the design of the steamers that were being built with the prime object of reducing resistance and minimizing the amount of costly steam power that would have to be applied to drive them through the water.

In the fall of 1850, Samuel H. Pook, the young Boston naval architect, stood alone in his advocacy of a strong midship section and a relatively flat floor for an extreme clipper ship. As against the 40-in. deadrise of the *Sea Serpent* and *Stag Hound,* he had advocated 24 in. for A. A. Low & Bro.'s Boston-built *Surprise,* but had been forced by the owners and builders to increase the deadrise to 30 in., which was still 25 per cent less than that advocated by other designers, builders, and owners. The *Witchcraft,* designed by Pook and launched from Paul Curtis' yard at Chelsea, Mass., December 21, 1850, had to be given a 35-in. deadrise to satisfy the Salem owners and the Boston builders, and when another of Pook's ships, the *Game Cock,* was built by Samuel Hall, East Boston (launched December 21, 1850, the same day as the *Witchcraft*), Hall stubbornly and on his own responsibility increased the deadrise from 30 in., as required by the original lines, to 40 in. (The *Challenge,* built by W. H. Webb, New York, and launched May 24, 1851, had a deadrise of 42 in., and the *Hurricane,* built by Isaac C. Smith, Hoboken, N.J., and launched October 25, 1851, had a deadrise of 41 in. at half floor.) Later, Pook's ideas as to model form and deadrise—"12 to 20 inches for a large clipper"—gradually prevailed. Webb, in New York, gave his *Comet,* launched July 10, 1851, 27 in. deadrise and his famous Cape Horner *Young America,* launched April 30, 1853, 20 in. deadrise. Donald McKay, who was much influenced by Pook's work and views, gave his *Flying Cloud* (launched April 15, 1851) 30 in., the *Lightning* (launched January 3, 1854) 20 in., and the *James Baines* (launched July 25, 1854) 18 in.

Capt. William Howland superintended the construction of the *Sea Serpent* for the owners and then took command of the vessel and sailed in her until February 1855, making four westward around-the-Horn passages to California and four complete voyages around the world in her in a period of four years and thirty-five days. Captain Howland had the reputation of being "an A-1 navigator and a gentleman." He was the son of William Howland, who was a partner of Cornelius Grinnell in the ownership of the fast ship *Euphrates* of 364 tons, built at New Bedford in 1809, and joint owner of some of the Swallowtail transatlantic packets. In 1845, Captain Howland was in command of the transatlantic packet *Ashburton* of 1,015 tons of the Blue Swallowtail New York-Liverpool line and, in 1849, was transferred to the *Henry Clay* of 1,207 tons of the same line. He was in command of her until she burned at the East River pier on September 5, 1849. Capt. Arthur H. Clark says that Howland subsequently commanded two more of the Swallowtail Atlantic packets—the *Constantine* of 1,161 tons and the *Cornelius Grinnell* of 1,117 tons, each built in 1850, the former at Portsmouth, N.H. Press items definitely locate Captain Howland in the autumn of 1850 at Portsmouth while "superintending the building" of the clipper ship *Sea Serpent.* Records show that after leaving the *Sea Serpent* in 1855, Captain Howland commanded the steamship *Golden Gate* between San Francisco and the Columbia River and ships in the China and Australia trades. The year of his death is given as 1891.

The *Sea Serpent* cleared New York on her maiden voyage on January 11, 1851, and—as did most of the loftily sparred clippers of the early fifties—she experienced trouble when she got into a heavy blow and bad weather. The bowsprit was sprung when she was only four days out of New York, and during heavy gales off Cape Horn many spars and sails were carried away. When 72 days out, the ship put into Valparaiso for repairs and was in port eight days; she finally reached San Francisco on May 17, 1851, 126 days from New York. During this time, she had been at sea from January 12 to March 25 (i.e., 72 days from New York to Valparaiso) and from April 2 to May 17 (i.e., 45 days from Valparaiso to San Francisco), a total of 117 days, but the passage was reported as equivalent to a run of 114 sailing days—if the ship had remained on

her course and not gone into Valparaiso. This maiden voyage of the *Sea Serpent* was watched with interest by the marine fraternity in general. The sailing of the new clippers *Sea Serpent* (1,402 tons), *Eclipse* (1,223 tons), *Stag Hound* (1,534 tons), *Gazelle* (1,244 tons), and *Ino* (895 tons) from New York during the period January 11-March 12, 1851, excited much conjecture, provoked arguments among the partisans of the various ships, and led to a good deal of betting in regard to the length of passages and as to which vessel would make the best run from New York to the Golden Gate. The following extracts are taken from an article in the New York HERALD of January 19, 1851:

> There is great anxiety manifested, and much speculation indulged in, by a great many persons interested in ship-building, concerning the respective sailing qualities and seaworthiness of the various beautiful clipper ships that have left and are preparing to leave this port for California and China. Each vessel, as she is launched from one of the ship yards of our city, and every one that comes to our port, from some Eastern yard, has its separate admirers. The various points of beauty, whether of hull or spars, are marked and descanted upon with a critical eye. . . . The *Eclipse* . . . , which sailed on Wednesday for California and China, and the *Ino,* now receiving freight for the same destination, are considered [by some New Yorkers] as combining all the elements of a vessel never to be excelled, and but on rare occasions to be equalled by any craft hailing from any other than a New York ship yard. From stem to stern — from keel to masthead — their various powers for skimming the waters or withstanding the anticipated heavy weather to be met with in weathering the Cape, and the qualities of their commanders to bring all the vessel's powers into play, are talked of with as much earnestness as if the speaker had embarked his all on the voyage; and sanguine assertions are made that either of his favorites will beat anything that the Eastern States can ever produce in the shape of a sailing vessel.
>
> But the Eastern built vessels are not without their friends and backers. The *Sea Serpent,* which left on the 11th, and the *Stag Hound,* now receiving her cargo, are cited as proud monuments of the skill of our Eastern brethren, each, in its turn, warranted as sure to take the starch out of anything afloat; and though admitting that for beauty of model and sailing qualities the New York vessels may probably have some claim to perfection, a confident guess is rendered that the results of the voyage will prove that the East have as good, if not a better claim to superiority in ship building than their New York competition.
>
> Among so many vessels it is impossible to select one as superior, where all are beautiful. If this one has a neater or more beautiful stem, that has a more elegantly turned stern and a cleaner run; if one has a greater capacity for stowage and better bearings, another has a greater rise of floor, with its accompanying lightness of appearance. The trips, however, of the *Eclipse* and *Sea Serpent* will probably go some ways toward settling the matter in dispute, as each is of a different model and one a New Yorker and the other an Eastern vessel, and each commanded by a man celebrated for his energy and great seaman-like qualities. It will be a neck and neck race — they having sailed within four days of each other, and are looked upon by the two parties as the champions of their different ideas of clipper ships. Success to the winner!

A comparison of the record of the performances of the *Sea Serpent* and the *Eclipse* on their maiden passages to San Francisco gives neither ship any outstanding honor; nor did the *Ino,* also mentioned in the New York HERALD article, win any glory, and the same can be said of Webb's new clipper *Gazelle,* which sailed from New York eight days before the *Ino.* The *Eclipse* sailed four days after the *Sea Serpent* and entered the Golden Gate three days after her, marking up a 125-day passage from clearance to arrival as against 126 days for the *Sea Serpent,* but the two passages from anchor to anchor—from port of departure to port of destination—were each reported at the time as 125 days. There is a great deal of doubt as to the actual length of passage at sea of the *Sea Serpent* and *Eclipse.* Controversy in regard to the *Sea Serpent* is as to whether the ship was at Valparaiso eight days or sixteen days as stated by Cutler, who gives the arrival at and departure from that port as March 25 and April 10, respectively. This would make a passage of 110 days from New York clearance to San Francisco arrival and does not check with the statement that he makes of "114 sailing days." However, there is a great deal more uncertainty in regard to the length of passage in net sailing days of the *Eclipse*; for, whereas (as in the case of the *Sea Serpent*) there is no difference in the reported dates of clearing New York and arrival at San Francisco, very conflicting statements and claims have been made in regard to the days at sea of the *Eclipse* on this run, the claimed length of the passage varying all the way from 112 to 125 days. Some Massachusetts historians go so far as to say that the ship did not stop at Valparaiso at all, but that "Captain Hamilton reported an uneventful passage of 124 days, with

much light wind and fine weather, the ship being practically becalmed for 31 days." The same historians, referring to the passage of the *Sea Serpent* made about the same time, speak of bad weather in the North Atlantic, severe gales around Cape Horn, and unfavorable sailing conditions in the form of light or adverse winds throughout the remainder of the course. An analysis of available records suggests that the two ships experienced a good deal of light weather and for one-quarter of the total, or gross, length of passage were handicapped by calms or extremely light winds; that they had plenty of wind in the North Atlantic, a heavy blow with fierce gales for two weeks between 50° S. Atlantic and 50° S. Pacific, which severely damaged spars, sails and rigging, and from fair to good sailing breezes for some six-tenths of the passage. The heavy weather off Cape Horn evidently forced the *Eclipse* as well as the *Sea Serpent* into Valparaiso for repairs, and Captain Clark even goes so far as to record incidents given at a dinner for Captain Hamilton at that port during the end of March 1851. Again, it would seem that the *Eclipse* was not as strongly sparred or as well rigged as the *Sea Serpent.* Whereas the latter ship carried on for four round voyages under Captain Howland without further trouble aloft, the *Eclipse* had to put into both Valparaiso and Rio de Janeiro on her return eastbound Cape Horn passage to New York, and on her second voyage to San Francisco, she again sustained damage aloft, carried away her jib booms, and once more put into Valparaiso. (On her third voyage, the *Eclipse* was driven ashore and wrecked on the Mexican coast in a hurricane on October 11, 1853, when only three years old.)

Another new clipper ship, the *John Bertram* (launched in East Boston December 9, 1850), cleared Boston for the Golden Gate the day before the *Sea Serpent* cleared New York, and she reached San Francisco seventeen days behind the Grinnell, Minturn & Company clipper, being 144 days on the passage, clearance to arrival, and 143 days, anchor to anchor. However, all three of these "big" clippers, *Sea Serpent* of 1,402 tons, *Eclipse* of 1,223 tons, and *John Bertram* of 1,080 tons (all launched between November 20 and December 9, 1850), encountered trouble and lost spars and sails off Cape Horn and suffered such damage that each of their commands, without knowledge of what the others were doing, made for Valparaiso for repairs. The *Sea Serpent* is reported to have anchored at the Chilean port on March 25, 1851, and sailed April 2, the period of detention being eight days. The *John Bertram* arrived March 29 and left April 13, being kept in port fifteen days for repairs. The time of the arrival and departure of the *Eclipse* is unknown, and Captain Clark's statement of the ship's reaching Valparaiso 63 days out from New York and making a passage of 112 sailing days, New York to San Francisco, needs verification and does not seem to check with known dates. It is probable that the *Sea Serpent* and *Eclipse* each made the run from Sandy Hook to the pilot grounds outside the Golden Gate in 116 days at sea and 114 sailing days on the course.

A fourth big clipper, the *Stag Hound* (1,534 tons), sailing three weeks after the *Sea Serpent,* was partially dismasted at sea and was also required to put into Valparaiso for repairs. Of the eleven clipper ships sailing after the *Ino,* which left New York March 12, 1851, seven (or 64 per cent) had to put into ports en route for repairs—three into Rio de Janeiro, two into Talcahuano, one into Valparaiso, and one into Pernambuco. The series of accidents that befell the clipper ships in early 1851 proved clearly that their power of carrying canvas had been overestimated and that, if they were to be driven hard, their spars and rigging would have to be stouter and better designed. This weakness in the masts, spars and rigging of the clippers continued for some time before it was in a great measure rectified by a reduction in length of masts (and spars) and more efficient rigging coupled with somewhat more caution, or less recklessness, in carrying sail. Captain Clark, writing of conditions in 1852, says:

> As one by one the California clippers came home from Asiatic ports or round Cape Horn from San Francisco in 1852, it was found that almost all of them needed a pretty thorough overhauling aloft. The masts, spars, and rigging of the *Flying Cloud* were fine examples of the skill of her sailors in clapping on fishings, lashings, stoppers, and seizings, while her topmast fids, crushed and broken, were taken up to the Astor House [New York] and exhibited to the admiration of the town.

The following record gives the ten clipper ship performances covering all the sailings from East Coast United States ports during the period of ninety days from December 14, 1850, to March 14, 1851, inclusive:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1851	Length of Passage in Days	
			Port	Date		Elapsed Time	Claimed
SEA NYMPH; 1850; 526	Hale	Adams Gray, Baltimore	New York	Dec. 15, 1850	May 21	157	157
JOHN BERTRAM; 1850; 1,080	Lendholm	Elwell & Jackson, East Boston	Boston	Jan. 10, 1851	June 3	144	126 s.d.
			(also Jan. 11 and 143 days; via Valparaiso)				
SEA SERPENT; 1850; 1,402	Howland	George Raynes, Portsmouth, N.H.	New York	Jan. 11, 1851	May 17	126	114 s.d.
			(sailing days stated as 114, 117, and 118; via Valparaiso)				
GREY FEATHER; 1850; 587	McLaughlin	C. S. Husten, Eastport, Maine	New York	Jan. 11, 1851	May 30	139	138
ISABELITA HYNE; 1846; 350	Dewing	Philadelphia	New York	Jan. 13, 1851	May 18	125	125
(An unusually fast, small clipper bark that made two Cape Horn westbound passages in 125 and 124 days.)							
ECLIPSE; 1850; 1,223	Hamilton	Jabez Williams, New York	New York	Jan. 15, 1851	May 20	125	114 s.d.
			(also reported 124 days; via Valparaiso)				
STAG HOUND; 1850; 1,534	Richardson	Donald McKay, East Boston	New York	Feb. 1, 1851	May 25	113	108 s.d.
					(via Valparaiso)		
GAZELLE; 1851; 1,244	Henderson	W. H. Webb, New York	New York	Mar. 4, 1851	July 17	135	134
INO; 1851; 895	Little	Perrine, Patterson & Stack, New York	New York	Mar. 12, 1851	July 24	134	133
JOSHUA BATES; 1844; 620	Easterbrook	Pickett and McKay, Newburyport, Mass.	New York	Mar. 12, 1851	Oct. 16	218	156

The *Sea Serpent,* continuing on her maiden voyage around the world, went across the Pacific from San Francisco to Hong Kong in 42 days and, sailing from Whampoa October 16, 1851, reached New York on January 24, 1852, after a passage of 100 days and 82 days from Anjer.

Commencing her second voyage, the *Sea Serpent* cleared New York March 9, 1852, and sailed from Sandy Hook the next day. She was 18 days to the equator, 70 days sailing from the line in the Atlantic to the line in the Pacific, and 24 days traversing the course from the Pacific equator to San Francisco, the entire passage being negotiated in 112 days. This was the fastest run of all the twenty-four clipper ships sailing westward around the Horn to California and leaving North Atlantic ports between January 4 and April 9, 1852—a period of ninety-six days. The following table gives a record of all the twelve clipper ship sailings from East Coast United States ports during the period from February 18 to April 2, 1852. There were seven sailings from January 30 to February 17, inclusive, which averaged 147 days each (maximum, 157 days; minimum, 134 days). Two sailings between March 30 and April 9 had passages of 151 and 154 days, respectively. The first of these, the *North America,* with 471 passengers aboard, had to put into Valparaiso for repairs, where she was detained six days, and the second, the *Queen of the East,* a clipper of 1,275 tons, with Capt. Freeman Bartlett in command, had to put into the port of Callao, Peru, where she was "held a few days for necessary repairs to spars and rigging." Of the twelve clippers in the following list, the *Grecian* put into Rio de Janeiro with a few cases of smallpox aboard; the *Samuel Appleton* touched at Valparaiso and was there four days for "water and repairs"; the *Ino* spent five days at Rio de Janeiro, making repairs to spars, rigging and canvas; the *Harriet Hoxie* put into Valparaiso under jury rig and was at that port about thirteen days while repairs were made; and the *Empire* went into San Francisco partially dismasted and under jury rig.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1852	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	Claimed
TORNADO; 1852; 1,802	Mumford	Jabez Williams, New York	New York	Feb. 21	July 1	131	127
STAG HOUND; 1850; 1,534	Behm	Donald McKay, East Boston	New York	Mar. 1	July 4	125	124
SEA NYMPH; 1850; 526	Hale	Adams Gray, Baltimore	New York	Mar. 2	July 4	124	124
GRECIAN	Ilsley	(A claimed medium clipper; data not available.)	New York	Mar. 2	Aug. 11	152	152
SAMUEL APPLETON; 1849; 781	Doane	Paul Curtis, Medford, Mass.	Boston	Mar. 3	July 21	140	137 net
ANTELOPE; 1851; 587	Crosby	J. O. Curtis, Medford, Mass.	Boston	Mar. 3	July 30	149	149 (Cutler says 118)
SEA SERPENT; 1850; 1,402	Howland	George Raynes, Portsmouth, N.H.	New York	Mar. 9	June 30	113	112
GOVERNOR MORTON; 1851; 1,430	Burgess	James M. Hood, Somerset, Mass.	New York	Mar. 11	July 15	126	125
INO; 1851; 895	Smith	Perrine, Patterson & Stack, New York	New York	Mar. 18	July 12	116	111 net
HARRIET HOXIE; 1851; 678	Rowland	Irons & Grinnell, Mystic, Conn.	New York	Mar. 24	Aug. 3	132	120 net
HORSBURGH; 1847; 543	Crocker	Hayden & Cudworth, Medford, Mass.	Boston	Mar. 25	Aug. 2	130	130
EMPIRE; 1851; 1,272	Thorndike	Thomaston, Maine	New York	Mar. 29	Aug. 13	137	128?

The *Sea Serpent,* continuing on her second voyage westward around the world, ran from San Francisco to Honolulu in 12 days; thence to Hong Kong in 37 days. She sailed from Whampoa October 4, 1852, and reached Sandy Hook on the last day of the year after a very fast run of 88 days—deemed "remarkable for the season of the year." The *"Serpent"* was within fifty miles of New York on the 86th day, and this was the fastest passage from China to an Atlantic United States port for the year. The entire around-the-world voyage occupied 9 months 22 days, pilot to pilot, including all detention time spent in ports (reported by Howe and Matthews as 9 months 25 days for the round voyage, clearance to entry).

On her third voyage, the *Sea Serpent* left New York February 12, 1853, crossed the line 19 days 16 hours from Sandy Hook, and sighted Cape Horn at noon 48 days out. She was 18 days rounding the Horn from the latitude of 50° S. Atlantic to 50° S. Pacific and experienced both head winds and calms. She crossed the equator in the Pacific 82 days out, running from the Atlantic to the Pacific line in 72 days. Captain Howland reported, "When in 20° North had excellent prospect of making the passage in under 100 days." However, the ship there encountered a week and a half of calms and head winds. She passed through the Golden Gate on June 1, 1853, after a passage of 109 days, requiring 27 days to run to her destination from the Pacific equator. This passage would have been considered a splendid one and the ship's sailing attracted attention had it not been for the fact that the unusually fast Webb-built clipper *Swordfish* of 1,036 tons (launched in New York September 20, 1851), which had defeated Donald McKay's crack clipper *Flying Fish* (1,505 tons) on their maiden voyages the previous year, sailed from New York in company with the *Sea Serpent* and beat her by two days on the run to San Francisco. Two other ships also sailed from eastern ports on February 12, the same day as the *Sea Serpent* and *Swordfish.* The *Reliance* made a long passage of 180 days, and the *Golden Light,* sailing from Boston on Lincoln's Birthday, was burned at sea and destroyed on Washington's Birthday. Only the *Swordfish,* with a passage of 107 days (one day she covered 340 miles), beat the *Sea Serpent's* passage of 109 days in the entire fleet of forty-three clipper ships that sailed from eastern ports to California between January 27 and April 27—a period of three months. The following record gives the sailing performance of all the fifteen clipper ships that cleared East Coast United States ports for California between January 30 and March 4, 1853, a period of thirty-four days, and

completed their passages. Of the fifteen clippers mentioned, four are known to have put into South American ports en route to California for repairs (two at Rio de Janeiro, one at Valparaiso, and one at Juan Fernandez "for water and repairs"); in addition, if the length of passages in net sailing days reported by the captains is correct, two more of the ships (making six, or 40 per cent, of the total) evidently called at some port while en route to California, for the *Ocean Spray* has eight days unaccounted for and the *Sirocco* six days.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	Claimed
MYSTERY; 1853; 1,155	Peterson	Samuel Hall, East Boston	Boston	Feb. 6	June 25 (put into Valparaiso)	139	135 net
NORTHERN CROWN	Lamb	(a reputed medium, or half, clipper)	New York	Feb. 8	July 14	156	154
GOVERNOR MORTON; 1851; 1,430	Burgess	James M. Hood, Somerset, Mass.	New York	Feb. 8	June 11 (also stated as 124 days)	123	123
GOLDEN STATE; 1853; 1,363	Doty	J. A. Westervelt, New York	New York	Feb. 8	July 12 (put into Rio de Janeiro)	154	132 net
SWORDFISH; 1851; 1,036	Collins	W. H. Webb, New York	New York	Feb. 12	May 30	107	107
SEA SERPENT; 1850; 1,402	Howland	George Raynes, Portsmouth, N.H.	New York	Feb. 12 (also stated Feb. 11 and 110 days)	June 1	109	109
RELIANCE	Berry	(a reputed medium, or half, clipper)	New York	Feb. 12	Aug. 11	180	180
SIROCCO; 1852; 1,130	Sanford	W. & G. Gardner, Baltimore	New York	Feb. 15	July 10	145	139(?)
ARCHER; 1852; 1,096	Bursley	James M. Hood, Somerset, Mass.	New York	Feb. 20	July 16	146	146
HOUQUA; 1844; 583	Dixey	Brown & Bell, New York	New York	Feb. 21	July 15	144	144
FLYING EAGLE; 1852; 1,004	Parker	William Hitchcock, Newcastle, Maine	Boston	Feb. 22	Aug. 10 (via Rio de Janeiro; also stated as 169 days and 144 s.d.)	167	142
COURSER; 1851; 1,024	Berry	Paul Curtis, Medford, Mass.	New York	Feb. 24	July 12	138	137
STAG HOUND; 1850; 1,534	Behm	Donald McKay, East Boston	New York	Feb. 24	July 1 (put into Juan Fernandez)	127	122 net
SNOW SQUALL; 1851; 742	Bursley	Alfred Butler, Cape Elizabeth, Maine	New York	Feb. 25	Aug. 2	158	155
OCEAN SPRAY; 1852; 1,089	McLellan	George Dunham, Frankfort, Maine	New York	Feb. 26	July 19	143	135 net (?)

The *Sea Serpent,* continuing her third voyage around the world, went from San Francisco to Hong Kong in the fast time of 38 days. Sailing from Whampoa on September 10, 1853, the ship arrived in New York on December 20 after a passage of 101 days and only 72 days from Anjer. It was reported that the vessel went from Whampoa to Anjer by the eastern passage, and her run of 29 days between these points was stated to be "the fastest time of any made that season."

The fourth voyage of the *Sea Serpent,* and the last with Capt. William Howland in command, commenced with a sailing from New York following a clearance as of February 24, 1854. This passage was reported as a run of 116 days from Sandy Hook to the Golden Gate (the ship crossed the Pacific equator 91 days out and was 25 days from the line to port), but the arrival date at San Francisco was June 21, which gives 117 days from clearance to entry.

The following record gives all the sailings of clipper ships—twelve in number—that cleared East Coast United States ports between January 29 and March 15, 1854, a period of forty-six days. All of the clippers enumerated made direct passages from North Atlantic ports to San Francisco except the *Stilwell S. Bishop,* which stopped at San Diego en route and reported a passage of 112 days from the Capes to San Diego and, later, 120 days at sea from Baltimore to San Francisco.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure Port	Departure Date 1854	Arrival at San Francisco 1854	Length of Passage in Days Elapsed Time	Length of Passage in Days Claimed
UNION; 1851; 1,012	Buxton	Baltimore	New York	Feb. 3	June 10	127	126
COEUR DE LION; 1854; 1,098	Tucker	George Raynes, Portsmouth, N.H.	Boston	Feb. 4	June 18	134	133
WHIRLWIND; 1852; 960	Burgess	J. O. Curtis, Medford, Mass.	New York	Feb. 4	June 13	129	129
CHALLENGER; 1853; 1,334	Hill	R. E. Jackson, East Boston	Boston	Feb. 6	June 9	123	112(?)
			Claimed ship cleared Feb. 6, but sailed Feb. 17.				
TINQUA; 1852; 668	Whitmore	George Raynes, Portsmouth, N.H.	Philadelphia	Feb. 9	June 12	123	122
STILWELL S. BISHOP; 1851; 595	Sherman	Wm. Cramp, Philadelphia	Baltimore	Feb. 20	July 2 (via San Diego)	132	120
METEOR; 1852; 1,068	Pike	E. & H. O. Briggs, South Boston	Boston	Feb. 21	June 25	124	124
			(stated also as Feb. 22 and 123 days)				
SEA SERPENT; 1850; 1,402	Howland	George Raynes, Portsmouth, N.H.	New York	Feb. 24	June 21	117	116
GOLDEN RACER; 1852; 837	Nagle	J. C. C. Morton, Thomaston, Maine	Baltimore	Mar. 2	Aug. 9 (also claimed 135 days)	160	151
R. B. FORBES; 1851; 757	Ballard	Samuel Hall, East Boston	New York	Mar. 11	July 26	137	137
FLEETWING; 1854; 896	Howes	Hayden & Cudworth, Medford, Mass.	Boston	Mar. 11	July 11	122	122
MESSENGER; 1852; 1,350	Kennedy	Jacob Bell, New York	Philadelphia	Mar. 13	July 17	127	126

Continuing the voyage, the *Sea Serpent* sailed from San Francisco July 5, 1854, and was 47 days to Hong Kong. She then sailed up the coast to Shanghai, loaded there, and left for New York on November 5, 1854. The ship made a good run, considering the season and wind conditions, of 16 days from Shanghai to Anjer and reached New York February 15, 1855, 102 days out from Shanghai and 86 days from Anjer. In a sudden heavy squall in the South Atlantic, the vessel lost her main-topmast, and under these conditions the passage of 102 days from Shanghai to New York was a noticeably good one. Upon arrival at New York, Captain Howland relinquished his command of the *Sea Serpent*. He had been in the ship for over four years and made a fine record with her; moreover, he had made money for her owners and kept the vessel out of serious trouble. Howland's record with the *Sea Serpent* can be summarized as follows:

Voyage No.	Commenced at New York	Ended at New York	Length of Voyage Including All Port Detentions Months and Days	Length of New York - San Francisco Cape Horn Westward Passage in Days: From Official Dates of Clearance and Entry	Length of New York - San Francisco Cape Horn Westward Passage in Days: Sailing Days Sandy Hook to Golden Gate
1	Jan. 11, 1851	Jan. 24, 1852	12 – 13	126 (put into Valparaiso)	114
2	Mar. 9, 1852	Dec. 31, 1852	9 – 22	113	112
3	Feb. 12, 1853	Dec. 20, 1853	10 – 8	109	109
4	Feb. 24, 1854	Feb. 15, 1855	11 – 22	117	116
Average of four voyages.....			11 – 1	116¼	112¾

Captain Howland needed and had earned a rest, and the *Sea Serpent*, he insisted, required a conditioning overhauling, but she did not get it, as freights were low. The ship was sent to sea with Capt. Jacob D. Whitmore of the little clipper *Tinqua* in command. (The *Tinqua* had been wrecked off Cape Hatteras January 12, 1855, bound for New York from Shanghai.) The *"Serpent"* cleared New York April 9, 1855, and sailed from Sandy Hook April 11. Thirty-five days later, in Lat. 8° 26′ S. and Long. 33° 30′ W., Captain Whitmore wrote in his log: "Since leaving 38° North, have had the wind dead ahead, it not being to the eastward of southeast all that time, and to get thus far the ship has sailed 5531 miles, averaging on the bowline 158

miles daily for 35 days; pretty good work. Take also into account the spars and rigging of the ship rather shaky at the time." In the South Atlantic, the *Sea Serpent* lost her main-topmast, with some spars and sails, and received other damage to such an extent that Captain Whitmore decided to put about and go into Rio for repairs—just as did Captain Reynard, who took over the *Flying Cloud* (another Grinnell, Minturn & Company vessel) from Captain Creesy, a little more than a year later. (The change of command from Captain Howland to Captain Whitmore on the *Sea Serpent* seems to have been almost exactly duplicated by the switch from Captain Creesy to Captain Reynard on the *Flying Cloud;* furthermore, both the cause and the result were identical.) The *Sea Serpent* arrived at San Francisco September 5, 1855, 147 days out from New York and 81 days out from Rio de Janeiro; but 66 days after leaving Rio, the *"Serpent"* was within 500 miles of the Golden Gate, and light head winds and calms made her take 15 days to cover this short distance. Reliable information regarding the length of detention at Rio de Janeiro does not seem to be available. The ship sailed from that port June 16, and there is a record that she was in Rio on June 2, having reached port before that date, so it is probable that the sailing time was about 50 days to Rio and 131 days to San Francisco from New York. Considering that the *Sea Serpent* was partially dismasted off the mouth of the River Plate and had to sail back to Rio (about fifteen degrees of latitude and some seven degrees of longitude) and then double back on herself, this length of passage is not bad, especially when compared with the length of passage of certain clippers that sailed from North Atlantic East Coast ports around the same time that she did. A list of all the eight clipper ship sailings from April 7 to May 9, 1855, with the sailing performance of the ships, is as follows:

				Passage in Days	
Name of Clipper	Captain	Tonnage	Departure 1855	Elapsed	Claimed Net
STARLIGHT	Chase	1,153	Apr. 7	145	145
B. F. HOXIE	Stark	1,387	Apr. 9	161	153
SEA SERPENT	Whitmore	1,402	Apr. 11	147	131
CARRINGTON	French	641	Apr. 13	156	153
STARR KING	Turner	1,171	Apr. 19	129	124
KIT CARSON	Crowell	997	Apr. 24	128	128
ROBIN HOOD	Bearse	1,181	Apr. 25	129	129
ALBONI	Barnaby	917	May 5	169	165

The fast clipper *Game Cock* (1,392 tons) arrived at San Francisco August 24, 1855, after a passage of 145 days from New York, and *Coringa,* arriving August 30, reported a run of 152 days from Boston.

The *Sea Serpent,* continuing her fifth voyage around the world, left San Francisco October 17, 1855, arrived at Honolulu on October 28, 11 days out, and reached Hong Kong on December 8, 52 days from San Francisco, including detention at Honolulu. The ship sailed from Whampoa January 3, 1856, was only 8 days to Anjer, and arrived at New York March 22, 1856, making her record run from China—78 days from Hong Kong to Sandy Hook; 79 days to New York. The run was 68 days to pilot from Anjer and 38 days from the Cape of Good Hope. The *Sea Serpent* crossed 20° N. Atlantic on her 64th day out from China, but from there on, she experienced only light airs. In the entire history of sail, this splendid passage has been beaten only twice, and that by the same captain, Robert H. Waterman, in the *Natchez* in January-April 1845 (78 days 6 hours from Macao to pilot off Barnegat) and in the *Sea Witch* in January-March 1849 (74 days 14 hours), with each ship the property of the same owners—Howland & Aspinwall, of New York. Captain Whitmore had circumnavigated the globe with the *Sea Serpent* in 11 months and 11 days, and he was again given command of the ship for her sixth passage to the westward around Cape Horn to California. The ship cleared New York May 4, 1856, and experienced unfavorable sailing conditions throughout the entire passage. She was 22 days off Cape Horn, 26 days running from the Pacific equator to the Golden Gate, and reached San Francisco September 12, 1856, 131 days from clearance to entry and after a reported passage of 129 days, pilot to pilot. This passage, which was a long one for the *Sea Serpent,* compares very favorably with the runs of all other clippers sailing about the same time. The following table gives a

record of the sixteen sailings to California from East Coast United States ports during the fifty-day period April 12-June 1, 1856:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed Time	Claimed
COEUR DE LION; 1854; 1,098	Tucker	George Raynes, Portsmouth, N.H.	New York	Apr. 18	Aug. 26	130	130
COMPETITOR; 1853; 871	Wade	J. O. Curtis, Medford, Mass.	Boston	Apr. 19	Sept. 13	147	139
EUREKA; 1851; 1,041	Canfield	J. A. Westervelt, New York	New York	Apr. 26	Aug. 26	122	120
JOHN GILPIN; 1852; 1,089	Ring	Samuel Hall, East Boston	New York	Apr. 28	Sept. 22	147	140
			(also claimed sailed May 5 and made 139-day passage)				
SANTA CLAUS; 1854; 1,256	Foster	Donald McKay, East Boston	Boston	May 1	Sept. 21	143	140
			(also stated May 3 and 141 days)				
SEA SERPENT; 1850; 1,402	Whitmore	George Raynes, Portsmouth, N.H.	New York	May 4	Sept. 12	131	129
			(reported also as a 130-day passage)				
NAPIER; 1854; 1,811	Stafford	W. & G. Gardner, Baltimore	New York	May 4	Sept. 23	142	140
ONWARD; 1852; 874	Luce	J. O. Curtis, Medford, Mass.	New York	May 6	Oct. 15	162	158
NOR'WESTER; 1854; 1,267	Gregory	Samuel Lapham, Medford, Mass.	Boston	May 7	Sept. 22	138	132
JOHN ELLIOT THAYER; 1854; 1,918	Pousland	Paul Curtis, East Boston	New York	May 11	Sept. 22	134	130
			(also stated May 13 and 132 days)				
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	May 18	Sept. 19	124	124
ENDEAVOR; 1856; 1,137	Doane	R. E. Jackson, East Boston	New York	May 18	Sept. 26	131	131
			(also stated May 21 and 128 days)				
ROBIN HOOD; 1854; 1,181	Bearse	Hayden & Cudworth, Medford, Mass.	New York	May 20	Sept. 22	125	125
THATCHER MAGOUN; 1856; 1,248	Baxter	Hayden & Cudworth, Medford, Mass.	New York	May 20	Sept. 22	125	121
			(also stated May 23 and 122 days)				
WESTERN CONTINENT; 1853; 1,272	Burnham	S. C. Foster, Pembroke, Maine	New York	May 22	Nov. 15 (put into Valparaiso)	177	176
RAPID; 1853; 1,115	Winsor	Roosevelt & Joyce, New York	New York	May 26	Jan. 5, 1857 (put into Rio de Janeiro)	224	220

The *Sea Serpent* went from San Francisco to Hong Kong via Honolulu in October-November 1856, and with freight rates low in the California trade and too much competition in the run between China and North Atlantic ports, the ship was kept trading between Asiatic ports (with calls principally at Hong Kong, Bangkok, and Shanghai) for about two years. In late 1858, she loaded in Hong Kong for San Francisco and arrived at that port January 16, 1859, after an eastward Pacific crossing of 45 days, but made land near Port Orford, Ore., when 38 days out. Leaving San Francisco February 22, 1859, the *"Serpent"* ran to Honolulu in 12 days and, after a detention in port of five days, made a splendid run of 25 days to Hong Kong, crossing from San Francisco to Hong Kong in 37 sailing days. The ship then went to Foochow to load and left that port on June 19, 1859, for London; she sailed at the height of the adverse monsoon and was 47 days to Anjer, but ran from there in 83 days to Plymouth, England. The passage was posted as "a very good off-season run of 130 days from Shanghai to London." The *"Serpent"* whipped very decisively by four or more days every British opponent. Four crack British tea clippers sailed from Foochow between June 9 and 19, 1859 (i.e., during the ten days preceding the departure of the American clipper), and the *Sea Serpent* beat them by from four to seventeen days—the *Ziba* by four days, *Ellen Rodger* by six days, *Fiery Cross* by nine days, and *Crest of the Wave* by seventeen days. (There were three other American ships that left from Foochow or Shanghai during June and July 1859, as follows: *Grace Darling* of 1,197 tons sailed June 7—139 days to dock in London; *Charmer* of 1,055 tons sailed June 28—136 days to Liverpool; and *Rapid* of 1,115 tons sailed July 30—131 days to dock in London.) In 1859, American ships

were again in the favor of British merchants for the China-England tea trade, and twelve, of which ten were clippers, were given cargoes—ten for London and two for Liverpool. In 1858 only two American ships had participated in the China-Britain tea trade, and in 1857 there were eight. It would seem, however, that in 1858 Yankee masters would not load teas for England at the low freights offered, for the rate had declined greatly from the £6 and £7 per ton paid in 1850-1852. It is probable that in 1859 the oversupply of tonnage at oriental ports caused American ship captains and agents to load with tea for London at £2 to £3 per ton rather than sail in ballast for other ports in the rather futile hope of picking up a better paying cargo elsewhere. In writing of the American ships engaged in the British tea trade of 1859, Cutler says:

> The fleet comprised the *Ringleader, Golden City, Charmer, Rapid, Sea Serpent, Grace Darling, Bald Eagle, Sultan, Florence,* and *Alboni.* Of these only four sailed when the season was favorable, and their passages were as follows: *Ringleader* and *Alboni,* 109 days from Foochow; *Sultan,* 103 days from Shanghai, and *Florence,* 102 days from Whampoa. None of the British ships appear to have equalled the time of either the *Sultan* or the *Florence* or in fact, with the exception of the very fine 106 days of the *Falcon,* the time of any of the American clippers sailing at approximately the same date from the same ports. The *Sea Serpent* made the passage in from 3 to 15 days less time than her four nearest British opponents.

It is well to bear in mind that of the ten ships mentioned by Cutler, only three were real extreme, or "out-and-out," clippers; three were ordinary clippers (i.e., sharp-modeled and loftily sparred), three were medium clippers, and one, the *Sultan,* was built as a half clipper and is not listed by any authority as a "clipper." Moreover, the *Florence,* built in 1856, was a relatively full-modeled medium clipper, for with 1,045 tons register she stowed 1,650 measurement tons of cargo. (The *Florence* made two fine runs in the Britain-China tea trade. Sailing from Woosung December 26, 1858, she reached the dock in London 99 days out, and from Whampoa December 12, 1859, she docked in London after a passage of 102 days.) The clipper ships *Charmer* (1,055 tons) and *Grace Darling* (1,197 tons), built in 1854, were positively medium, or rather full-lined, clippers as were practically all American clipper ships built for United States owners after 1853. (Spars and sail spread were cut down in the interest of economical operation during 1855-1857.) None of the American ships participating in the British tea trade in the late fifties was built for such trade (as were all the British clippers engaging in it). It is obvious that good Cape Horners could not be expected to be ideal tea clippers; also that a ship like the *Bald Eagle* of 1,704 tons was too big for the trade.

The *Sea Serpent* sailed from London on November 29, 1859, for Hong Kong, but—queer as it may seem—she reported "striking an uncharted, submerged rock or reef" just north of the Atlantic equator "while sailing at 11 knots." As the ship was making a good deal of water, she put into Rio de Janeiro on January 9, 1860, 41 days out from London, and the work of repairing the vessel proceeded "at such a heartbreaking pace" that it was just three months (April 9) before the *"Serpent"* could resume her voyage. She ran from Rio de Janeiro to Hong Kong in 74 days, arriving June 22, and after discharging she loaded and sailed for New York, where she arrived after a passage of 102 days from Hong Kong and 79 days from Anjer. Capt. J. D. Whitmore died on this passage, in December 1860, while in the Indian Ocean homeward bound from Hong Kong, and Chief Mate Williams completed the voyage in command. Upon reaching New York on February 11, 1861, the *Sea Serpent* returned to her home port after an absence of 4 years 10 months 20 days and within eleven days of two years since she had last sailed for a Pacific United States port during the period that she was trading in the Orient.

During the next six years (May 1861-April 1867), the *Sea Serpent* made her seventh to tenth westbound Cape Horn voyages to California and around the world, but in conjunction with these four journeys around the globe, the ship did a good deal of trading in the Orient and spent much time looking and waiting for cargoes. A brief summary of these voyages, which can be classed as the ship's second series (made in the years following the real clipper ship decade), is recorded herewith:

1. Capt. Samuel W. Pike in command. Left New York May 19, 1861. Passage to San Francisco, 120 days. Lost fore-topmast in South Atlantic, passed Cape Horn 54 days out, reached Heads off Golden Gate 116 days out, but was held up four days by dense fog. San Francisco to Hong Kong, 47 days; Hong Kong to New York, 107 days.

2. Captain Thorndike in command. New York to San Francisco, 119 days; San Francisco to Hong Kong, 41 days; Hong Kong to Singapore, 12 days;

thence to Shanghai and Manila. Arrived at New York Aug. 2, 1864, 106 days from Manila, 49 days from the Cape of Good Hope, and 20 days from the Atlantic equator.

3. Captain Winsor in command. Left New York Nov. 5, 1864. Passage to San Francisco, 101 days. Was 27 days to Atlantic equator, passed Cape Horn 53 days out, crossed Pacific equator on 79th day, and ran from line to Golden Gate in 22 days. San Francisco to Hong Kong, 41 days. Sailed from Whampoa Oct. 21, 1865, Macao Oct. 22, Anjer Nov. 16, and reached New York Jan. 24, 1866, after a fast passage of 95 days from Whampoa, 94 days from Macao, 69 days from Anjer, 44 days from the Cape of Good Hope, and 22 days from the Atlantic equator. Was five days north of Cape Hatteras in heavy westerly gales and seven days in dense fog.

4. Captain Winsor continuing in command. Left New York Aug. 4, 1866. Passage to San Francisco, 115 days. Had twelve days of heavy gales when rounding Cape Horn; 29 days from Pacific equator to Golden Gate; San Francisco to Hong Kong, 44 sailing days, with stop at Honolulu; from China, proceeded back to New York.

The 101-day passage of the *Sea Serpent* under Captain Winsor from New York (November 5, 1864) to San Francisco (February 14, 1865) was a splendid bit of sailing for a cut-down clipper operated with a small crew. This performance had not been beaten for the preceding five years and equaled only once—and that by the exceedingly fast clipper ship *Panama* of 1,139 tons (February 2-May 13, 1864; 101 days from New York to the Farallones).

Captain Winsor took the *Sea Serpent* on her eleventh Cape Horn westward passage, and the fifth of her second series of voyages, leaving New York on June 15, 1867. On this passage, nothing but light winds or calms were encountered in the Atlantic and Pacific, with progress necessarily slow, but 23 days of heavy weather were experienced rounding Cape Horn; the ship was held up for eight days off the Golden Gate in a dense fog, and the passage to San Francisco occupied 126 days. At San Francisco, Captain Winsor relinquished his command, and Capt. Jeremiah D. White, one-time master of the clipper *Flying Childers* of 1,125 tons, took over. The *"Serpent,"* instead of crossing the Pacific and sailing home westward via the Cape of Good Hope as on all her previous Cape Horn voyages, made her first passage under Captain White by making her first eastward rounding of Cape Horn, and she ran from San Francisco to New York in 96 days.

The next voyage of the *Sea Serpent* (Captain White) was her twelfth around Cape Horn to the westward and her eleventh around the world. Sailing from New York May 21, 1868, she reached San Francisco on October 14 after "a tedious passage of 146 days, of which 126 were of head winds." We are also told, "Had no trades whatsoever in either ocean"; and, "Was within 400 miles of destination for 15 days, a dense fog preventing any observation being taken." Continuing, the ship made a fast transpacific run of 42 sailing days from San Francisco to Hong Kong via Honolulu and went on to New York.

In 1870 the *Sea Serpent* (Captain White) made her thirteenth westward passage around Cape Horn and continued on her twelfth voyage around the world. She went from New York to San Francisco in 135 days, having very light and baffling winds throughout the passage. The ship sailed home via Hong Kong. In 1871-1872, the *"Serpent"* made her fourteenth and last westbound passage of Cape Horn, with Captain White still in command. It was a fine run of 108 days from New York to San Francisco, her second best lifetime passage. On this run, the ship made amazingly fast time in the Pacific, sailing from 50° S. to the equator in 22 days and going from the line to the Golden Gate in 17 days—a total of only 39 sailing days from 50° S. to San Francisco. Grinnell, Minturn & Company's crack Cape Horner *Flying Cloud* (1,782 tons) made a disastrous passage of 185 days (March 13-September 14) in 1856, and this was her last one, as her owners refused to send her out again. At this time, the *Flying Cloud* was only five years old. (Grinnell, Minturn & Company was particularly proud of the *Flying Cloud* as a record-breaker in the winter of 1851-1852 and had her log from New York to San Francisco [June 2-August 31, 1851, an unprecedented 90-day passage] printed in gold letters on white silk for distribution among its friends; however, because of the expense of operation and maintenance and the low earning power of the *Flying Cloud,* her owners were decidedly "fed up on" and cool towards the vessel only four winters later.) On the other hand, the *Sea Serpent,* owned by the same firm, was kept in operation at the age when the McKay flyer was laid up, and the *"Serpent"* made her fastest Cape Horn passage to California (a great run of 101 days) when fifteen years old and her second best passage—her fourteenth—when twenty-one years old. Continuing the voyage that commenced with her fourteenth westward passage of Cape Horn, the

Sea Serpent went from San Francisco to Newcastle, N.S.W., Australia, in 55 days and then made a near record run of 30 days from Newcastle to Hong Kong, from which port she sailed to New York, completing her thirteenth voyage around the world.

The next voyage of the *Sea Serpent*—and her last under the American flag—was in the New York-China trade. Under the command of Captain White, she went out direct to Hong Kong, where she arrived June 28, 1873; returning, she sailed from Shanghai November 17, 1873, and arrived at New York February 19, 1874, after an excellent, fast passage of 94 days.

Grinnell, Minturn & Company had laid up the *Flying Cloud* at San Francisco in September 1856, brought her east and put her out of commission for good—as far as this firm was concerned—in April 1857, when exactly six years old, and had sold its clipper *North Wind* in May 1861, when that ship was eight years old. This firm held the *Sea Serpent* until May 1874, at which time it sold her to the Norwegians, after having owned and operated her steadily for twenty-three and a half years. This fact alone proves that Grinnell, Minturn & Company had found the *Sea Serpent* to be a profitable as well as a most satisfactory ship to operate and that she was one of the very few sharp-lined extreme clippers that could be kept in service well into the seventies in competition with fuller-modeled and more conservatively sparred ships. The *Sea Serpent* cost Grinnell, Minturn & Company $75,000 ($53½ per ton), and after operating her for twenty-three and a half years, with no lay-up other than occasional forced periods of waiting for cargo, this firm sold her for $22,500. The ship had cost her owners only $2,234 per year—or less than $200 per month—in depreciation, or amortization, of original investment, and under each of five different masters (Captain Howland about four and a half years, Captain Whitmore about six years, Captain Pike and Captain Thorndike each about one and a half years, Captain Winsor some three years, and Captain White over six and a half years), she had performed not only creditably but also with rare distinction. The *Sea Serpent* under foreign ownership was renamed *Progress,* and the hailing port was Tonsberg. She engaged in the severe North Atlantic trade for a great many years and in 1879, when twenty-eight and a half years old, left New York June 24 and was at Gravesend (London) on July 11 after a passage, deep laden, of 17 days. The end of the ship is not known, but she was still in service in the early 1890's, when forty years old.

Bayard Taylor was a passenger on the *Sea Serpent* when she left Whampoa, China, for New York on September 10, 1853, and in the description of the voyage home in his VISIT TO INDIA, CHINA AND JAPAN IN 1853, he writes:

> I found the *Sea Serpent* an excellent sea-boat, in every respect. She behaved admirably on a wind, slipping through the water so softly that we would not have suspected the speed she made. Although so sharp in the bows, she was very dry, scarcely a spray flying over the forecastle. . . . On the 2d of December we made 216 miles; on the 3d, 265 miles; and on the 4th, *three hundred* miles, which was our best day's run during the voyage. Our good ship [in the trades] fairly whistled through the water, cutting her way so smoothly that there was scarcely foam enough before her bows to throw a scud over the forecastle, or wake enough behind her stern to tell that she had passed. The beautiful wave-lines of her counter allowed the dead water to close as passively as if the ocean had not been disturbed.

Bayard Taylor tells how the *Sea Serpent,* on this passage of 101 days from Whampoa (September 10) to New York City (December 20), was on the pilot grounds off Sandy Hook on the morning of December 19, 1853, but was delayed because of a scarcity of pilots, and the ship had to spend an afternoon and "a tedious night of alternate calms and snow-squalls" outside the harbor waiting and anxious to go in. The run from Whampoa to Anjer is stated as 28 days and the distance 2,613 miles mostly in calms and light winds—an average of only 93 miles per day and less than 4 knots; yet this passage of the *Sea Serpent* from Whampoa to Anjer had been made in two days less time than the fastest run of any other ship making the journey during the same season. In the Indian Ocean, the ship sailed 269, 235, 227, 261, and 247 miles during five consecutive days, "during which time the ship kept on her course, scarce shifting a sail"; this 1,239 nautical miles covered in five days in the "trades" averaged 248 miles per day and 10⅓ knots. The voyage was one of alternations of calms and good breezes, with speeds of from 2 or 3 knots to 12 knots or more. On November 4, the "Southern Ultima Thule" (Lat. 35° 17′ S.) was reached, and the ship headed west for the Atlantic, fifty miles from the African coast. In the South Atlantic, 532 miles were covered in two days at an average speed of over 11 knots. On November 11, the meridian of Greenwich was passed, and "for three days after leaving St. Helena we had calm,

sluggish weather, but on the 17th took the trade-wind again and for five days thereafter averaged 200 miles per day" (8⅓ knots). The equator was crossed on November 24 in Long. 30° W., the ship having been 59 days in the Southern Hemisphere; then for a week calms and light variable winds held down the speed to an average of less than 125 miles per day—a little over 5 knots. A northwest gale was experienced off Bermuda, and erratic weather was encountered in the North Atlantic; on December 14 the ship had been blown two degrees west of New York and was "somewhere off Darien, in Georgia."

Donald McKay's first real clipper classified as an "out-and-out," or extreme clipper, was the *Stag Hound* of 1,534 tons, launched December 7, 1850, or sixty-three days after Massachusetts' first clipper ship, the *Surprise* (built by Samuel Hall from the design of Samuel H. Pook), had been put in the water at East Boston. The description and sailing record of the *Stag Hound* are covered in the section on Sampson & Tappan, her Boston owner. The *Flying Cloud*—one of the most highly publicized ships in the world and Donald McKay's second extreme clipper—was launched four months eight days after the *Stag Hound;* she was described by her builders as "a bigger and improved *Stag Hound*" and measured 248 tons more in official registered tonnage than McKay's first real clipper. The *Flying Cloud* had been laid down to the order of Enoch Train, of Boston, Donald McKay's patron, and the builder, being given a free hand, turned out "a very sharp-lined ship with concave entrance lines," lofty masts, long yards, and "a great spread of canvas." While being very sharp, she had "more body than the *Stag Hound,*" and McKay is said to have remarked at her launching, "Maybe the underwriters will not consider this one a 'coffin ship'." On April 25, 1851, Duncan McLean, in the Boston ATLAS, said:

> If great length, sharpness of ends, with proportionate breadth and depth, conduce to speed, the *Flying Cloud* must be uncommonly swift, for in all of these she is great. Her length on the keel is 208 feet, on deck 225, and over all, from the knight heads to the taffrail, 235—extreme breadth of beam 41 feet, depth of hold 21½, including 7 feet 8 inches height of between-decks, dead-rise at half floor 20 inches, rounding of sides 6 inches, and sheer about 3 feet.

In building the *Flying Cloud,* McKay got away from the influence of Griffiths and followed more the ideas of "young Pook," who maintained that a ship with a full midship section—if given well-modeled ends—would be just as fast as (or faster than, if the seas were heavy) one with a big deadrise and slack flowing bilge and that such a vessel would also be more stable and powerful and more seaworthy. Whereas the sharp-lined *Stag Hound* had a deadrise of 40 in. (resembling a yacht rather than a commercial vessel), the *Flying Cloud* was given 20 in. at half floor. Moreover, with 16 per cent larger tonnage and an increase in all dimensions of hull, including beam, the new vessel's main yard was made only 82 ft. long as against 86 ft. on the *Stag Hound*—an admission on the part of the builder that his earlier "speed ship" had been made too sharp of model, with not enough body, and had been oversparred.

It is said that the *Flying Cloud* was sold by Enoch Train to Grinnell, Minturn & Company "while on the stocks," but evidently a condition of sale was delivery, inspection, and acceptance of the vessel at New York. The new clipper was towed from Boston to New York by the tug *Ajax,* and for a period of thirty-nine days—most of which were spent fitting out and loading cargo at Pier 20, East River, New York—the *Flying Cloud* had the distinction of being "the largest merchant sailing ship afloat." In the biography of George Francis Train (junior partner of Enoch Train & Company), who named the ship, we read of the sale of the *Flying Cloud:* "We sent the vessel to New York under Captain Creesy while I went on by railway. There I closed the sale, and the proudest moment of my life, up to that time, was when I received a check from Moses H. Grinnell, the New York head of the house, for $90,000." This price, Train said, gave the original owners "a handsome profit." On May 24, 1851, William H. Webb, New York's leading shipbuilder, launched the extreme clipper *Challenge* of 2,007 tons (length 230 ft. 6 in., beam 43 ft. 2 in., depth 26 ft.) for N. L. & G. Griswold, of New York, and the *Flying Cloud* —nine days before she commenced her maiden voyage—was no longer "the world's largest merchant sailer."

Capt. Josiah Perkins Creesy, of Marblehead, Mass., selected by Train & Company to command the *Flying Cloud,* was retained by the new owners. The choice was evidently a wise one, for Creesy was both a driver and an able navigator. He had a good reputation for making fast passages in the China trade, and while the *Flying Cloud* made a great record for a few brief

years as a fast sailer, the name of Captain Creesy was inseparably connected with that of the ship. Indeed, much of the success of the *Flying Cloud* in her early years (1851-1855) can be attributed to this fortunate selection of a commander. Captain Creesy and the *Flying Cloud* suited each other and in any "success story" were as inseparable as in later years were the big wood Sewall-built Down Easter *Shenandoah* and her resourceful, courageous, and fortunate skipper, Capt. "Jim" Murphy.

Great rivalry existed between the shipping fraternities of Boston and New York when the *Flying Cloud*—a Boston-built, New York-owned ship—first sailed. While Captain Creesy was a Massachusetts man, he was well and favorably known in New York, whose shipping interests claimed him as one of their skippers and pointed with pride to his sailing record on New York ships—five voyages during the years 1845-1850 from New York to Anjer (East Indies) in 90 days or less. With Captain Creesy in command, the *Flying Cloud* was a very lucky ship, and "the luck of the pair" was amazingly evident on the maiden voyage when, on the run from New York to San Francisco, extremely favorable and most unusual sailing conditions were experienced throughout practically the entire passage. The new clipper ship, commencing this voyage, left Pier 20, East River (foot of Maiden Lane), New York, at 2:00 P.M., June 2, 1851. She dropped her pilot "off the Hook" at 7:00 P.M., and the log of August 31 reads, "at 6 A M made South Farallone NE 2 degrees E 6 miles, at 7 took a Pilot, at 11 hour 30 [min.] came to anchor in five fathoms water off North beach San Francisco Harbor." The passage, generally reported as an "89-day run from New York to San Francisco," was a run of 89 days 21½ hours from New York dock to anchorage in San Francisco Harbor according to the records and the claims of Captain Creesy; considering the change in time of three hours during the run, the voyage was made in 90 days ½ hour. The vessel's owners, Grinnell, Minturn & Company, referred to this record run of the *Flying Cloud* as "a passage of 90 days or an hour or two less, based on local or sun time at the ports of departure and of arrival (or destination)."

For this historic record-making passage, the ship had been fortunate in finding it possible to sign on in New York a crew of experienced able seamen. It has been said that she was "ably sailed and nobly manned by a cursing, competent crew" and that she "owes not a little of her glory to those hard, salt-toughened fellows who handed her canvas and fished her buckling spars." On this maiden voyage of the *Flying Cloud,* Captain Creesy had repeated trouble with the ship's spars, rigging and canvas, and he "was lucky to have on board among the officers and crew several men who were first-rate mechanics." The log of June 6 (only three days after sailing) shows that the ship soon experienced too much wind for her spars and rigging. We read as of that date, "Lost Main & Mizen Topgallant masts & Main Topsail yard." On June 7, "Good breezes fine weather Sent up topgallant Masts and Yards"; on the following day, "Sent up Main Topsail Yard & Set all possible sail." This is proof of the quality of the command and men on board the ship, for within two days of being partially dismasted, with the loss of two topgallant masts and a topsail yard, the vessel was on her way under full canvas and with permanent repairs and replacements completed. On June 14 (in Lat. 24° 50′ N., Long. 40° 23′), Captain Creesy wrote in his log, "Fine weather Discovered Main Mast badly sprung 4 feet below the hounds." Just four weeks later, on July 11 (in Lat. 36° 32′ S., Long. 49° 36′), another log entry reads, "Discovered main masthead sprung. Sent down royal and topgallant yards and booms off lower and topsail yard to relieve the mast." Two days later (July 13), "Carried away main topsail tie & truss band round the mast." Again on August 29, in pleasant weather, only two days out from the port of destination and while driving hard for the Golden Gate with a record in sight, Captain Creesy wrote in the log, "Lost Fore topgallant mast." This very frequent trouble experienced with the *Flying Cloud* on her maiden voyage suggests either a poorly designed spar, rigging and sail plan and an overcanvased ship or too hard driving, with the carrying of more sail than the spars and rigging could stand, in a determined endeavor to make the greatest possible speed.

Donald McKay had a good deal of trouble with the spars of his fast clippers. His first clipper, the *Stag Hound,* lost her main-topmast and three topgallant masts on February 6, 1851, when six days out from New York on her maiden voyage and on April 8 put into Valparaiso under a jury rig while on her voyage to San Francisco, which, it is said, she completed in 113 days (108 days at sea). The *Sovereign of the Seas* (2,421 tons; launched July 1852) was designed and built "to outsail the *Flying Cloud*" and was said by McKay to be his "masterpiece." On October 12, during her maiden voyage, she lost the "main-topmast, fore-topmast, foreyard, and

mizzen-topgallant mast and every stitch of canvas off the foremast." With such accidents happening to McKay-built ships, one understands why Donald McKay put his very competent and resourceful ship-carpenter brother on the *"Sovereign"* as master and considered it necessary to ship some journeyman carpenters as well as sailmakers as members of the crew and send her to sea with "a picked crew of 94 men and 10 boys aboard—104 hands all told."

Competitive ships did not fare so well as the *Flying Cloud* and other McKay ships in getting good crews. When Capt. "Bob" Waterman took the Webb-built *Challenge* out from New York on her maiden voyage (July 13, 1851) forty-one days after the *Flying Cloud* sailed, he was compelled to sign on "a crew of 58 foreigners and 2 Americans, only 6 of the 60 of which were able to take their trick at the wheel." Again, this crew, which caused a lot of trouble on the voyage, including violent mutiny, was reported by contemporaries as made up of "jail sweepings" and of hardened adventurers—many with criminal records—who were seeking an opportunity to reach the gold mines of California. On the passage, three of the men fell from aloft and were killed, the chief mate was beaten and stabbed by forecastle hands, eight were flogged for mutiny, and four died of dysentery. Notwithstanding adverse winds and unfavorable sailing conditions and a belligerent and practically useless crew, Captain Waterman took the *Challenge* from Sandy Hook (which he cleared on July 15, having been detained for two days by a heavy easterly) to San Francisco in 106 days and anchored in the Bay on October 29. The *Challenge* beat the Medford-built *Telegraph* (1,069 tons) by twenty-one days, the *Eagle* (1,296 tons) by twenty-five days, the fast little *Sea Witch* (908 tons) by four days, and the speedy New Hampshire-built *Typhoon* by two days. Whereas the *Flying Cloud* on her maiden voyage was favored by wind and weather, particularly when rounding Cape Horn, the *Challenge* was not so lucky, and although she made a splendid passage for the season in which she sailed and the conditions encountered, she was sixteen days longer than the new McKay clipper in making the run. Cutler says that on this maiden voyage the *Challenge* "fanned her way slowly down the Atlantic in light winds and calms; bucked the heavy Cape Horn gales for twelve days and moved leisurely up the Pacific" and that her passage not only was excellent but also "appears to have been beaten only once by a ship sailing from the East in July." The sailing records of all ships traversing the Cape Horn course to California from any Atlantic United States port show that no vessel cleared an East Coast port in any of the twelve Julys, throughout the entire extreme clipper ship era of 1849-1860 inclusive, and made a run to equal the 106-day passage of the *Challenge* from Sandy Hook to the Golden Gate.

The *Flying Cloud* sailed around the Horn on her record-making maiden passage from 50° S. Atlantic to 50° S. Pacific in only 7 days—a time beaten only once in the entire history of sail—and that by one day by the *Young America.* (The 6-day rounding of the Horn by the Down Easter *Pactolus* may or may not have been as short as that of the *Young America* and might have been fully as long as the roundings of 6½ days reported by the clipper *Thatcher Magoun* and the Down Easter *John McDonald.*) That it was the lucky rounding of the Horn that made it possible for the *Flying Cloud* to make her 1851 westbound passage in virtually 90 days is proved by her wonderful time running from 50° to 50° S. and by her total sailing time south of the equator compared with that of the former record-holder, the *Surprise.*

	FLYING CLOUD	SURPRISE	
	Days	Days	Hours
New York to Atlantic equator	21	24	
Pacific equator to San Francisco	20	16	15
Total north of equator	41	40	15
From equator in Atlantic around the Horn to equator in Pacific	49	56	
Total length of passage	90	96	15

On her second claimed 89-day westward passage from New York to California, it took the *Flying Cloud* 12 days to round the Horn (50° to 50°) and 57 days to travel from the equator in the Atlantic to the Pacific. When the *Andrew Jackson* made the all-time record passage of 89 days 4 hours between the ports, she required 10 days to round the Horn and 53 days from "the line

to the line." Many a large sailing ship with a reputation for making good passages has been held up for twenty-five or more days off the Horn on a westward run. The *Flying Cloud's* luck in rounding the Horn in a week was so unusual that it occurred only once in the lifetime of the vessel and of her captain. It was said by an old-timer, "To take a month rounding Cape Stiff was much more common than sneaking round under eight days." In Volume III (pages 2013-2020), under the heading, "Rounding the Horn," are given statistics of both long and short clipper ship runs "between the fifties." In later years, the powerful steel four-master *Edward Sewall* (3,206 tons) bucked heavy westerly gales and seas for 67 days in rounding the Horn, or sixty days longer than the *Flying Cloud* on her lucky maiden voyage. The abstract log and track chart (from March 7 to May 13, 1914) of the *Edward Sewall* are given in Volume III, pages 1896-1898.

Great credit is due Captain Creesy for taking at all times full advantage of all opportunities. He was a relentless driver. On the maiden voyage of the *Flying Cloud,* even his unusually competent and thoroughly experienced crew did not move fast enough to suit him. Creesy's mates seem to have waged "belaying-pin and knuckle-duster" warfare with the crew, for in the South Atlantic (Lat. 37° S., Long. 50° W.), with the ship reported as taking water, holes were found bored through the planking, evidently in retaliation, and two members of the crew were put "in irons." A little later, as speed was the all-important matter in the skipper's mind, we read, "Let men out of irons in consequence of wanting their services." The best day's run, according to the log, was that of July 31, when in the South Pacific (Lat. 36° 58′, Long. 95° 46′ W.). The log, after stating that the wind was good from the southeast, the studding sails set, and the ship very wet, reads, "Distance Run this Day by observation 374 miles, an average of 15-7/12 knots per hour during the Squalls 18 knots of line was not sufficient to measure her rate of speed." On four consecutive days (July 30 and 31; August 1 and 2), runs of 284, 374, 334, and 226 miles were reported, a total of 1,256 miles for four days, or an average of 314 miles per day and a trifle over 13 knots. The day following this good four-day run (August 3) the chief mate "got in bad" with Captain Creesy, for the log reads, "Suspended first mate from duty." The cause for the suspension was stated as "long continued neglect of duty." Apparently, Captain Creesy, "the driver" and a man always conscious of his "supreme authority" when at sea, was a hard man for either officers or crew to get along with on ship, and possibly he was somewhat "peeved" when the ship's speed fell off sharply. It is further claimed that on this passage the *Flying Cloud* sailed 5,912 nautical miles in twenty-six consecutive days, an average of 227.4 miles per day and a speed of a scant 9½ knots.

In the early fifties, figures indicative of achievement in the realm of speed were made to appear as large as possible, so we read of the *Flying Cloud's* sailing "17,597 miles at a rate of nearly 10 miles an hour" and making "433 miles in one day" on this passage. These figures for publication were obviously computed in statute miles (never used in ocean navigation), and even at that the average speed, considering the mileage given, would be 8⅛ statute miles per hour and not 10 miles as stated. Transposed to nautical miles, these published statistics read 15,282 miles in approximately ninety days, an average of about 170 miles per day and a little over 7 knots per hour —which was very fast sailing. The statement was made that on this passage "the *Flying Cloud* averaged 222 miles per day." This is impossible, for 222 statute miles would give a total of 19,980 miles for the passage, as against 17,597 miles stated, and is equivalent to 193 nautical miles, which is 23 miles per day in excess of the log mileage made public. The maximum day's run of the *Flying Cloud* of 433 (statute) miles was highly publicized by the McKay-Boston propagandists, and New York shipowners and shipbuilders became weary of hearing ditties that ended with such lines as, "Old Massachusetts will carry the day." The big day's run of the *Flying Cloud* was compared with the lesser speed per hour then being attained by the fastest steamers, and, later, writers commented on the fact that "not until twenty-three years after the *Flying Cloud* averaged over 15½ knots per hour [for a day] was an ocean-going steamship to attain a 15-knot speed." The maximum and not the average speed of the passage was compared with steamer speed, and the difference between a sailing ship's logged distance and a steamship's straight and shorter distance between ports was ignored. A steamer would have to average only about 6 knots to make a passage from New York to the Golden Gate through the Straits of Magellan in 90 days.

The following record gives all the 1851 clipper ship sailings from East Coast North Atlantic ports around Cape Horn to California after the departure of the *Eureka* (1,041 tons), which, under Capt. R. B. Auchincloss, sailed from New York on April 26 and reached San Francisco on

October 17 (a passage of 174 days via Valparaiso), and prior to the sailing of the *Telegraph*, which, under Capt. Kimball Harlow, left New York July 11 and arrived at San Francisco November 15 after a passage of 127 days (claimed 125 days).

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1851	Length of Passage in Days	
			Port	Date 1851		Port to Port	Claimed at Sea
N. B. PALMER; 1851; 1,399	Low	Westervelt & Mackey, New York	New York	May 6	Aug. 21	107	106
SOUTHERN CROSS; 1851; 938	Stevens	E. & H. O. Briggs, Boston	Boston	May 8	Sept. 22	137	136
MERMAID (bark); 1851; 533	Smith	Samuel Hall, Boston	Boston	May 12	Oct. 18 (via Pernambuco; detention not stated)	159	
WITCH OF THE WAVE; 1851; 1,498	Millet	George Raynes, Portsmouth, N.H.	Boston	May 20	Sept. 20	123	123
FLYING CLOUD; 1851; 1,782	Creesy	Donald McKay, East Boston	New York	June 2	Aug. 31	90	89
SYREN; 1851; 1,064	Silsbee	John Taylor, Medford, Mass.	Boston	June 30	Nov. 18	141	141
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, Williamsburg, New York	New York	July 10	Nov. 18	131	131
TELEGRAPH; 1851; 1,069	Harlow	J. O. Curtis, Medford, Mass.	New York	July 11	Nov. 15	127	125

Some rather fast sailings to California originated from East Coast ports during the last half of 1851, of which the following were the best claimed length of passages: *Swordfish,* 90 days; *Flying Fish,* 100 days; *Comet,* 103 days; *John Bertram,* 105 days; *Challenge, Celestial,* and *Raven,* 106 days; *Wild Pigeon,* 107 days (also stated 106); *Typhoon,* 108 days; and *Sea Witch,* 110 days.

In the spring of 1851, the so-called "marine experts" of Boston figured, guessed, and bet on the length of passage to San Francisco of certain new fast clipper ships then about to make westbound Cape Horn passages. A comparison of the estimated and actual length of passage of these selected clipper ships sailing between March 12 and June 2, 1851, is as follows:

Name of Clipper	Tonnage	Estimated Length of Passage in Days	Departure		Arrival San Francisco 1851	Length of Passage in Days		Difference between Estimated and Claimed Length
			Port	Date 1851		Port to Port	Claimed at Sea	
FLYING CLOUD	1,782	95	New York	June 2	Aug. 31	90	89	6 days less
N. B. PALMER	1,399	95	New York	May 6	Aug. 21	107	106	11 days more
INO	895	100	New York	Mar. 12	July 24	134	133	33 days more
WITCH OF THE WAVE	1,498	105	Boston	May 20	Sept. 20	123	123	18 days more
WITCHCRAFT	1,310	115	New York	Apr. 5	Aug. 11	128 (via Rio de Janeiro; stated also Apr. 4 and 129 days)	103 net	12 days less (net sailing)

The *Witchcraft* (Captain Rogers) on this passage did some great sailing. Built in 1850 by Paul Curtis, of Chelsea, Mass., she was a well-modeled clipper of 1,310 tons designed by Samuel H. Pook (length 187 ft., beam 39 ft., depth 22 ft.). Although her passage was 128 days (stated also 129 days) from port to port, she was at Rio de Janeiro in transit twenty-one days for repairs, making her days under canvas 107 (or 108) and a net sailing time on her course from New York to San Francisco of only 103 days. On the last leg of the run, the *Witchcraft* left Rio on June 10 and arrived at San Francisco on August 11 after a passage of only 62 days, which is an all-time record for sail.

The arrival of the Boston-built *Surprise* at San Francisco in March 1851 after a passage of 96 days 15 hours caused much gratification in Boston, and this increased to articulate and vociferous elation when the Boston-built *Flying Cloud* made her wonderful 90-day run from New York to the Golden Gate. The *Surprise* beat by four days from port to port, but by only a very few hours' sailing time, the record for the run from an eastern port to California, which had been

held for some eight months by the *Sea Witch* (97 days) and before that by the *Samuel Russell* (109 days) and the *Memnon* (122 days)—all three New York-built and owned ships. The fact that both the *Surprise* and the *Flying Cloud* were owned and managed by New York shipping firms was deemed of no importance. Boston was jubilant, and New York soon became tired of the following ditty:

Wide-awake Down-Easters
No-mistake Down-Easters
Old Massachusetts will carry the day!

In later years, ships designed and built by Down Easters of a type that became known the world over as "Down Easters" beat off all competition and survived long after Boston and New York had passed out of the picture as builders of great wood merchant sailing craft. These vessels, which kept the Stars and Stripes in ocean trade for long years in competition with British iron and steam, were built by real Down Easters from the Kennebec River and the state of Maine —not by Massachusetts part-way Down Easters.

Leaving San Francisco on October 20, 1851, after a fifty-day detention in port, the *Flying Cloud* sailed for Hong Kong, where she arrived December 5 after a transpacific passage of 46 days according to log. (The record is 36 days, although Capt. B. G. Palmer of the 860-ton Webb-built clipper *Celestial* was reported—unverified—as arriving at Hong Kong in 1852 in 33 days from San Francisco.) The time of the *"Cloud"* between San Francisco and Honolulu has been stated as 12 days, but the authenticity of the length of this run is questioned; one authority gives November 6 as the date of passing Honolulu, and as this is 17 days out from San Francisco, it would indicate slow sailing from the Golden Gate to the Hawaiian Islands. It was officially reported, however, that on the first full day after leaving port "the *Flying Cloud* duplicated her previous high day's run." It was said that the ship "sailed 374 miles in 24 hours with a fresh whole-sail breeze and smooth sea." However, it appears that the distance claimed was covered in a sea day of 24 hours 19 minutes 4 seconds, which makes the average speed 15.38 knots (not 15-7/12 knots as stated—"the same as on July 31"). This first run of the *Flying Cloud* across the Pacific to China was a rather queer passage, for the report was broadcast in America that Captain Creesy had died on the second day out. It was later said that this was an intentional "bluff rumor" sent ashore by Creesy to stop an action for damages that his late chief officer, with legal advice, was bringing against him.

On the last leg of her maiden voyage, the *Flying Cloud* left Whampoa on January 6, 1852, and reached New York on April 10 after a passage of 95 days, completing a voyage around the world in 231 days (Captain Creesy claimed 228 days). On the transpacific, or middle, leg of the voyage, the *N. B. Palmer* of 1,399 tons (Capt. Charles P. Low) had outsailed the *Flying Cloud* by a wide margin, and on the run from Canton to New York the *"Palmer,"* 382 tons smaller than the McKay clipper, left three days behind the *"Cloud"* and reached New York ten days ahead of her. (The *N. B. Palmer* was built in 1851 by Westervelt & Mackey for A. A. Low & Bro., the New York shipping firm that owned the *Surprise, Houqua, Oriental,* and *Samuel Russell.*) Basil Lubbock, the British marine historian, credits the *Flying Cloud* with a 94-day passage from Canton (January 6, 1852) to New York (April 10), which is a 95-day run, and says, "Like all McKay's clippers, the *Flying Cloud* excelled in whole-sail and hard breezes and could not equal some of the smaller clippers in light winds. For instance, the *N. B. Palmer* left Canton 3 days behind *Flying Cloud,* yet arrived in New York 10 days ahead." The little *Sea Witch* ran from Hong Kong to New York in early 1849 in 74 days 14 hours, the *Sea Serpent* in early 1856 in 79 days, and the *Eagle Wing* in 1859 in 82 days; while from Macao to New York the old general trader *Natchez* made the run in early 1845 in 78 days. Many runs have been made to New York from Shanghai (a much longer distance) in from 81 to 90 days, and the *Eagle Wing* made a passage from Woosung to New York in the winter of 1855-1856 in 84 days. Captain Low of the *N. B. Palmer* always maintained that his vessel was a better and faster ship than the *Flying Cloud* for the China trade and that the *"Palmer"* could outsail Captain Creesy's record-breaker going before the wind in any trade, but he conceded, "On the wind the *Flying Cloud* can beat us a mile or even more an hour." Upon arrival in New York, notwithstanding the record run of about 90 days to San Francisco, Captain Creesy required that certain of the *"Cloud's"* masts be replaced and that the yards on the foremast be replaced and made longer to duplicate those on the mainmast. Creesy wanted a little more sail area "without going up

high to get it," and he desired the center of effort of the canvas moved a bit forward. New rigging had to be fitted, and the weaknesses that had developed on the maiden round voyage were believedly corrected.

The *Flying Cloud* sailed from New York, commencing her second voyage, on May 14, 1852, and reached San Francisco on September 6 after a passage of 115 days. Captain Creesy, who was "a notorious pencil sharpener" in figuring the time of his runs, claimed a 113-day passage and reported "29 days to the line and 95 days to the Pacific equator." It is significant that the log also records, on June 16, that the foremast was sprung. The sailings from East Coast ports to California during the first week of May 1852 resulted in fast passages. Only two such departures occurred, and each was from Boston on May 3—the McKay-built *Staffordshire* (Capt. Josiah Richardson) and the Medford-built *Shooting Star* (Capt. Judah P. Baker). Captain Richardson, in command of the big clipper packet *Staffordshire,* had been master of the extremely sharp McKay-built clipper *Stag Hound* (1,534 tons), and he was destined to be lost with some 170 others on Christmas Day of the following year (1853), when the *Staffordshire,* out of control, was wrecked near Cape Sable in the North Atlantic. She reached San Francisco on August 13, 1852, with 120 passengers and "a freight list 13 feet long," after a very fast passage of 102 days (reported as 101 days), and the *Shooting Star* arrived four days later (on August 17) after a fine run out of 106 days (reported by Capt. "Judd" Baker as "a passage of 105 days"). The *Flying Cloud* left New York eleven days after these two Boston sailings and arrived in San Francisco twenty-four days after the *Staffordshire* and twenty days after the *Shooting Star.* The sailing performance of the *"Cloud"* on her second westward passage around Cape Horn shows up much better, however, in comparison with all the other seven clipper ship sailings from East Coast ports whose passages originated (four in New York, two in Boston, and one in Philadelphia) during the last three weeks of May (i.e., May 8-27 inclusive). The following table gives a record of all clipper ship westward Cape Horn passages to San Francisco with sailings from East Coast ports during May 1852:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1852	Length of Passage in Days	
			Port	Date 1852		Port to Port	Claimed at Sea
STAFFORDSHIRE; 1851; 1,817	Richardson	Donald McKay, East Boston	Boston	May 3	Aug. 13	102	101
SHOOTING STAR; 1851; 903	Baker	J. O. Curtis, Medford, Mass.	Boston	May 3	Aug. 17	106	105
ANTELOPE; 1852; 1,186	Shinn	Perrine, Patterson & Stack, Williamsburg, N.Y.	New York	May 8	Oct. 10	155	149
BEVERLY; 1852; 676	Jenkins	Paul Curtis, Medford, Mass.	Boston	May 10	Oct. 1	144	144
FLYING CLOUD; 1851; 1,782	Creesy	Donald McKay, East Boston	New York	May 14	Sept. 6	115	113
GAZELLE; 1851; 1,244	Dollard	W. H. Webb, New York	New York	May 18	Oct. 1	136	135
HIPPOGRIFFE; 1852; 671	Howes	Shiverick Bros., East Dennis, Mass.	Boston	May 17	Oct. 20	156	155
N. B. PALMER; 1851; 1,399	Low	Westervelt & Mackey, New York	New York	May 22	Sept. 29	130 (also stated 126 sailing days; via Valparaiso)	120
JOSEPHINE; 1852; 947	Jameson	Samuel Hanscomb, Jr., Eliot, Maine	New York	May 25	Oct. 19	147 (via Valparaiso)	144
STILWELL S. BISHOP; 1851; 595	Turley	William Cramp, Philadelphia, Pa.	Philadelphia	May 27	Sept. 30	126	121

It will be noted that the *N. B. Palmer,* which had met and badly defeated the *Flying Cloud* on the China run in January-April 1852, sailed from New York on May 22, 1852, eight days after the bigger clipper. It is a remarkable fact that the *"Palmer"* actually caught up with the *"Cloud"* in the South Atlantic, off the southeast coast of Uruguay and the mouth of the River Plate, on July 1, forty-eight days after the McKay ship had left New York. Captain Low and his ship had gained eight days on Captain Creesy's command in the latter's forty-eight days and in the *"Palmer's"* forty days of sailing. The log of the *N. B. Palmer* of July 2, 1852, reads:

"Lat. 36.01 S. Long 50.50 W. Moderate breeze. At 2 P.M. spoke the *Flying Cloud* after heaving to for two hours for her to come up. Stiff breezes and hauling to the Southward, sent down skysail yards and royal stunsail booms." Captain Creesy was so incensed when he found that the clipper waiting to talk with him was a ship that had left New York eight days after him that he expressed his chagrin with positive rudeness. The *"Palmer"* was not the only ship that overhauled the *"Cloud"* on this Atlantic run, for the little *Gazelle* left New York four days after the *Flying Cloud* and passed her near the equator. Both the *N. B. Palmer* and the *Gazelle* were New York ships, and both—like the *"Cloud"*—were built in 1851, the former by Westervelt & Mackey and the latter by William H. Webb. A comparison of the run of the three ships from New York to San Francisco is given in the section covering A. A. Low & Bro., owner of the *N. B. Palmer.*

The *Flying Cloud* was undoubtedly the fastest of these vessels under average conditions of sailing such as experienced in the Cape Horn run, but she had the faults as well as the virtues of all the McKay extreme clippers. Under certain sailing conditions of wind and sea, the *N. B. Palmer* was probably, and the *Gazelle* possibly, a faster vessel, but only for the time that such conditions existed. The *Flying Cloud* was designed and built for the Cape Horn service, while both the *N. B. Palmer* and *Gazelle* were built primarily for trading with the Orient. The *Flying Cloud* was 43 per cent larger than the *Gazelle* and over 27 per cent bigger than the *N. B. Palmer.* The *Gazelle,* whereas built by William H. Webb, New York, was not designed by him. He not only protested against the type of model that her owners, Taylor & Merrill, New York, insisted upon but also assured them that Robert L. Taylor and Captain Henderson were positively wrong in their theory that a sailing ship with an extremely small midship section, a big deadrise, and practically no bilge would necessarily be a fast deep-sea sailer. Webb characterized the *Gazelle* as "a yacht, but no merchantman; she will carry but little cargo and in heavy seas and weather will be uncomfortable and make poor time." As predicted by Webb, the *Gazelle* did better in the tropics, in transpacific passages, and in homeward-bound runs than on the Cape Horn westward course. The ship remained only five years under American registry. Her description is given in the Taylor & Merrill section.

The *Flying Cloud,* leaving San Francisco September 26, 1852, for Hong Kong on the second leg of her voyage, made the passage in the good time of 41 days, but she did some brilliant sailing under ideally favorable conditions between the Golden Gate and a point off Honolulu. Captain Creesy claimed that this part of the passage (no stop at the Hawaiian Islands) was covered in the splendid time of 8 days 8½ hours, which, if true, is somewhere near the all-time speed record; for Captain Land of the *Challenge* (2,006 tons) reported in the same year a run "from San Francisco to Honolulu in 8 days"—the record. Other fast recorded runs were made by the *Hurricane* (Captain Very, Jr.), September 1854, which reported, "Passed Honolulu 10 days from San Francisco"; and the *Flying Eagle* (Captain Bates), "Arrived at Honolulu July 19, 1858, from San Francisco, July 9, in 9 days 22 hours." About half a century later, the big and burdensome steel four-masted shipentine *Edward Sewall,* built and owned by Arthur Sewall & Company, Bath, Maine, and designed not for speed but to carry large cargoes, made the run between San Francisco and Honolulu in 10 days. The *Flying Cloud* sailed from Whampoa December 1, cleared the Straits of Sunda December 14, and arrived at New York March 8, 1853, after a passage of 97 days. On December 21, 1852, the ship did the best sailing of her entire voyage, when she logged 382 miles (15.9 knots). The time spent at sea on this second voyage around the world was 253 days (Captain Creesy claimed 249 days).

The *Flying Cloud* had good fortune in signing up very competent sailors on most of her passages west around the Horn with Captain Creesy in command. We read that on her second voyage "Creesy had a fine crew this voyage and declared afterwards that 'they worked like one man and that man a hero' "; whereas it was said that "Low on the *'Palmer'* had a useless and troublesome lot." Notwithstanding the splendid sailing of the *"Cloud"* on her first two "around-the-world" voyages, her performance did not equal that of the much smaller New York-built and owned *Swordfish* (1,036 tons), built by William H. Webb in 1851 for Barclay & Livingston and commanded by Capt. David S. Babcock, of Stonington, Conn., who was later to take over the famous Webb clipper *Young America* (1,961 tons). Captain Babcock wrote to the New York HERALD under date of May 18, 1853:

> In the morning HERALD of this date, I notice a statement of the comparative passage of clipper ships from New York to California, in which the *Swordfish* is put down at 93 days.

The *Swordfish* sailed from New York on the 11th of November, 1851, and arrived at San Francisco on the 10th of February, 1852, making the passage in 90 days, 18 hours. She crossed the Equator in the Pacific inside of 71 days and at the end of 89 days was within 100 miles of San Francisco, or 140 miles less than the *Flying Cloud* on her first passage.

The time of the *Swordfish,* say 91 days to San Francisco, 46 from thence to China, and 89 from China home (against the monsoon), has never been equalled, and if the size of the ship is taken into consideration, her passage to California is far ahead of any other.

It is interesting to compare the around-the-world sailing performance of the *Flying Cloud* on each of her two first voyages with that of the smaller *Swordfish:*

	FLYING CLOUD (1,782 tons)			SWORDFISH (1,036 tons)
Date sailing from New York.....	June 2, 1851	May 14, 1852	Average Two Voyages	Nov. 11, 1851
Passage New York to San Francisco—days....	90	115	102½	91
Passage San Francisco to Canton—days.....	46	41	43½	46
Passage Canton to New York—days.....	95	97	96	89
Total time at sea around the world—days.....	231	253	242	226

Commencing a third voyage, the *Flying Cloud* sailed from New York for San Francisco on April 28, 1853. On the same day, the clipper ship *Hornet* of 1,426 tons took her departure from the same port, and a race to the Golden Gate began that stands as "the closest sailing match in the history of Cape Horn." As was usual in all close races of this type, the commands and owners of both ships claimed the victory. Official records show that both clippers sailed from New York April 28 and arrived at San Francisco August 12, making 106-day passages, although both Captain Creesy of the *Flying Cloud* and Captain Knapp of the *Hornet* claimed 105-day runs. The *Hornet* (length 203 ft., beam 38 ft. 10 in., depth 21 ft. 10 in.), built in 1851 by Westervelt & Mackey, New York, for Chamberlain & Phelps, New York, was 355 tons register smaller than the *Flying Cloud,* 26 ft. shorter, and of 22 in. less beam. The *Hornet* has been described by authoritative historians as "a very sharp, flush-deck vessel and one of the finest and best constructed of all clipper ships." Deeply and badly laden (with two big boilers and smokestacks on deck), the *Hornet* had made one previous westbound passage to California, sailing August 21, 1851, or eighty days after the *"Cloud,"* and under the command of Captain Lawrence had experienced very bad luck in the form of calms and head winds. It took her 73 days on the Atlantic run from New York to the Cape, and she was buffeted by westerly gales for 17 days off the Horn. She made 318 nautical miles in one day (an average of 13¼ knots per hour), but did not reach San Francisco until January 23, 1852—155 days out from New York. Captain Lawrence was very ill on this passage. Trouble was experienced with the crew, and upon arrival in San Francisco the mate and steward were under arrest. On the ship's second voyage (the April 28, 1853, sailing from New York), Capt. William Knapp was in command of the *Hornet.*

The *Flying Cloud* left New York a few hours after the *Hornet* on April 28, but as the *Hornet* lay becalmed off Sandy Hook until the *"Cloud"* caught up with her, the race for the Golden Gate commenced with the two clippers abreast of each other. The log of the *Hornet* reads:

Apr. 28—At 2 P.M. dischg pilot & tug off S Hook. Wind S. by E & Calm for 2 days.

Apr. 29—Lat 40.20 N Lon 70.10 W—At meridian clipper ship in sight to S.W. . . . Later recognized the Flying Cloud bringing up the breeze.

The *Flying Cloud* got the better start and crossed the equator in 17 days out from Sandy Hook, with the *Hornet* two days behind her. During a fine run to the line under "very favorable conditions of wind and sea," the *Flying Cloud's* log shows that the big McKay clipper covered 3,672 miles in 408 hours—an average of 9 knots. She was at 50° S. Atlantic in 45 days from New York and made a fine rounding of the Horn in 9 days, crossing 50° S. Pacific on June 21, when 54 days out. Three days later (June 24), when running north, Chief Officer Gibbs and a seaman were washed off the forecastle head and lost. On June 27, the ship lost her jib boom and a number of sails, but crossed the Pacific equator on July 18, 27 days from 50° S. and 81 days out from New York. She arrived at San Francisco on August 12, completing a passage of

106 days—reported as 105 days. The *Hornet,* however, reached San Francisco first, and her log reads:

> Aug. 12—Com. moderate breeze & hazy 8 PM shorten sail foggy—tacked ship. by calculation between the Faralones & Point Reyes. 30 fathom water. Hove to head off shore. 4 AM fog partly lifting saw Point Reys bearing N by W distant 4 miles. 9 AM took a pilot on the Bar. At 10 AM saw the ship Flying Cloud coming up with fine breeze. 11½ AM anchored off the port of San Francisco 40 minutes ahead of the Flying Cloud.

It is evident from the records that the *Hornet* left New York Harbor an hour or two ahead of the *Flying Cloud.* Discharging her pilot at 2:00 P.M. off Sandy Hook, she was becalmed until the *Flying Cloud* came up, and they started on their long voyage in company. The *Hornet* was off the entrance to the Golden Gate a whole night (somewhere around twelve hours) ahead of the *Flying Cloud,* although because of fog, etc., they reached their anchorages only forty minutes apart, which is close sailing on a voyage of three and a half months. Captain Creesy claimed a victory for his ship over the *Hornet,* which had beaten him by about half a day in sailing time from a point off Sandy Hook to the pilot grounds off the Golden Gate. Captain Creesy could see nothing but the relative time of the two ships from inner New York Harbor to anchor in San Francisco Bay and, on this basis of computation, claimed a victory of a few hours on the passage out. The San Francisco HERALD of August 13, 1853, under the caption, "Arrival of Two Clippers—Extraordinary Coincidence," had this to say of the race:

> Yesterday the clipper ships *Hornet* and *Flying Cloud* arrived at this port 105 days from New York. The *Hornet* came in about forty minutes ahead of the *Flying Cloud,* having left New York on the same day, the *Hornet* several hours ahead. Outside the Heads at New York she was becalmed until the *Flying Cloud* came up, when they started together, and have reached their destination almost simultaneously—an extraordinary coincidence. The *Hornet* was nineteen days in reaching the Equator and the *Flying Cloud* seventeen. The *Flying Cloud,* it will be recollected, has made the quickest passage to this port on record. . . . These passages are the best that have been made this season, and considering all the circumstances, they may be considered as excellent.

That the *Hornet* was a very fast ship was again fully demonstrated when, immediately after her run in company with the *Flying Cloud,* she made a world's record passage—which still stands—for a sailing vessel on the "eastern route" from San Francisco to Callao, Peru. Sailing through the Golden Gate on September 4, the *Hornet* arrived at the Peruvian port on October 7—33 days out. On this run, she made Pt. St. Elena, Gulf of Guayaquil, when 21 days and 22 hours out—another all-time record for sail. The *Hornet* generally experienced adverse sailing conditions of wind and sea on her westbound passages to California, but on her 1855 voyage she left New York on July 20 and was 49 days to 50° S. Atlantic, running from Cape St. Roque in only 17 days. The *Hornet* arrived at San Francisco on November 12 after a passage of 115 days, but this was the fastest of all runs completed by the thirty clipper ships that sailed from East Coast ports during a period of about four months (May 13 to September 11 inclusive). The complete record of her voyages is given in the Chamberlain & Phelps section.

The passages originating with the April 28, 1853, sailings from New York of the *Flying Cloud* and *Hornet* can be compared with all clipper ship sailings for California from East Coast North Atlantic ports during the period from April 14 to May 14, 1853:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Port to Port	Claimed at Sea
SHOOTING STAR; 1851; 903	Kingman	J. O. Curtis, Medford, Mass.	New York	Apr. 14	Aug. 15	123	121
ECLIPSE; 1850; 1,223	Hamilton	Jabez Williams, Williamsburg, N.Y.	New York	Apr. 18	Aug. 17	121	119
CLEOPATRA; 1853; 1,562	Shreve	Paul Curtis, East Boston	Boston	Apr. 20	Sept. 1	134	130
VICTORY; 1851; 669	Lane	Benj. Dutton, Newburyport, Mass.	New York	Apr. 21	Sept. 3	135	134

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Port to Port	Claimed at Sea
JOHN LAND; 1853; 1,054	Howes	E. & H. O. Briggs, South Boston	Boston	Apr. 22	Aug. 26	126	126
ANTELOPE; 1851; 587	Snow	J. O. Curtis, Medford, Mass.	New York	Apr. 25	Aug. 31	128	128
HORNET; 1851; 1,426	Knapp	Westervelt & Mackey, New York	New York	Apr. 28	Aug. 12	106	105
FLYING CLOUD; 1851; 1,782	Creesy	Donald McKay, East Boston	New York	Apr. 28	Aug. 12	106	105
CELESTIAL EMPIRE; 1852; 1,395	Pierce	Jotham Stetson, South Boston	New York	Apr. 28	Sept. 21	146	146
WHITE SQUALL; 1850; 1,119	Kennedy	Jacob Bell, New York	Phila-delphia	May 6	Sept. 4	121	121
INO; 1851; 895	Smith	Perrine, Patterson & Stack, Williams-burg, N.Y.	New York	May 10	Sept. 8	121	121
WEST WIND; 1853; 1,071	Elliot	Joshua T. Foster, Medford, Mass.	Boston	May 14	Sept. 26	135	135
ANGLO-SAXON; 1853; 869	Leeds	F. W. Rhodes, Rockland, Maine	New York	May 14	Oct. 12	151	150

This record shows thirteen passages of all clipper ship sailings from East Coast ports to California during the period from April 14 to May 14, 1853. The *Oxnard* (Captain Hinckley), a reputed clipper, sailed from New York April 14, and another ship of this type, the *Corinne* (Captain Stickney), sailed from the same port April 28. They made passages of 150 and 168 days (claimed 165 days), respectively. These vessels, however, were too full-bodied and moderately canvased to be classed as medium or even half clippers. The only passages of the entire fleet of 131 clipper ships sailing from East Coast ports during the first ten months of 1853 (January-October inclusive) westward around Cape Horn to the Golden Gate that about equaled or were faster than the 106-day runs (claimed 105 days) of the *Hornet* and the *Flying Cloud* were the following:

Name of Clipper	Captain	Tonnage	Year Built	Builder	Left New York 1853	Arrived San Fran-cisco 1853	Length of Passage in Days
ORIENTAL	Fletcher	1,003	1849	Jacob Bell, New York	Jan. 26	May 7	101
PHANTOM	Hallett	1,174	1852	Samuel Lapham, Medford, Mass.	Jan. 6	Apr. 20	104
FLYING DUTCHMAN	Hubbard	1,257	1852	W. H. Webb, New York	June 23	Oct. 7	106

The *Flying Cloud* did not cross the Pacific on her third voyage, but returned to New York in ballast, leaving San Francisco on September 5 and reaching New York on December 6, 1853, after an eastward Cape Horn passage of 92 days. About six months before, the *Northern Light* (1,021 tons; designed by Samuel H. Pook and built by the Briggs firm of South Boston in 1851) had made the run from San Francisco to Boston in 76 days 6 hours. On December 27, 1853, the *Comet* (1,836 tons; designed and built by W. H. Webb, New York) was destined to sail through the Golden Gate and commence an all-time record passage of 76 days from San Francisco to New York (a record that holds to this day for sail between a California and any North Atlantic port), to be followed about two months later by a fast run of 78 days by the McKay-built clipper *Bald Eagle* (1,704 tons) between the Golden Gate and Sandy Hook, New York.

The fourth voyage of the *Flying Cloud* was in some respects one of her best sailing performances, and her sailing time from New York to Hong Kong via San Francisco established a fine record for a fast ship. It is unfortunate, however, that Captain Creesy's claims for dates, time, and speed are controversial, for the ship unquestionably made fine passages on both legs of this voyage to China. The *Flying Cloud* cleared New York on January 19, 1854, and arrived at San Francisco on April 20 (elapsed time, 91 days). Captain Creesy reported, however, that

he left New York in tow at noon on January 21, discharging tug and pilot and making sail off the Hook at 3:30 P.M. The ship is said to have passed the lightship at 6:00 P.M., crossed the line 17 days out, passed through the Straits of Le Maire 47 days out, and the following day to have been off Cape Horn. She is reported to have been 12 days between the 50's (rounding the Horn) and 20 days from 50° S. Pacific to the equator, which was crossed on April 5, 74 days out from Sandy Hook; thence it is said that she made a 15-day run to San Francisco, "arriving at Farallones Islands at 6:00 P.M. on April 20," and "anchored in San Francisco" after a claimed record "passage of 89 days and 8 hours." The total distance logged was reported as 15,091 miles and the average day's run, 169 miles—an average speed of 7 knots per hour for the passage. The best day's run was stated as 360 miles (15 knots per hour) in the North Atlantic; best day's run in the South Atlantic, 240 miles (10 knots per hour); best day's coverage rounding the Horn, 206 miles (about 8.6 knots per hour). The best day's runs in the South and North Pacific were stated as 282 and 283 miles, respectively (about 11¾ knots per hour). Captain Creesy reported passing Rio de Janeiro when 28 days out, which, while fast, was five days longer than the run of the *Phantom* (1,174 tons), built by Samuel Lapham, Medford, Mass., in 1852. (Sailing about a year before, this vessel, under the command of Capt. Alvin H. Hallett, had cleared Boston on January 6, 1853, and according to the report in the New York HERALD of May 26, 1853, had passed Rio on the 23rd day out.)

The following table gives the nine sailings of extreme, medium, and "half" clipper ships from East Coast Atlantic ports to California during the month of January 1854 and covering twenty-one days before and fourteen days after the clearing date of the *Flying Cloud*. (There were five sailings during the first half of February, which averaged 124½ days; the best was that of the *Challenger* in 112 days and the slowest, the *Coeur de Lion* in 134 days.) The average length of passage for the seven clipper ships sailing within the period of January 7 to February 2 was 111 days and for the three earliest sailings, a scant 101 days. The *Flying Cloud* (1,782 tons) was the largest of the nine ships; she was 626 tons, or 54 per cent, bigger than the average of the other six clippers and 682 tons, or 62 per cent, bigger than the average of all the other eight extreme, medium, and "half" clippers that sailed from East Coast ports to California in the month of January 1854.

Name, Year Built, Tonnage, and Captain	Builder	Owner	Departure		Arrival at San Francisco 1854	Length of Passage in Days
			Port	Date 1854		
MONSOON; 1851; 773; Baker	Trufant & Drummond, Bath, Maine	Geo. Hussey, New Bedford, Mass.	Boston	Jan. 4	May 4	120
NATIONAL EAGLE; 1852; 1,095; Matthews	Joshua T. Foster, Medford, Mass.	Fisher & Co., Boston	Boston	Jan. 6	May 20	134
ARCHER; 1852; 1,096; Thomas	James M. Hood, Somerset, Mass.	Crocker & Warren, New York	New York	Jan. 12	Apr. 28	106
FLYING CLOUD; 1851; 1,782; Creesy	Donald McKay, East Boston	Grinnell, Minturn & Co., New York	New York	Jan. 19 (cleared)	Apr. 20	91 By log, 89 days 8 hours
HERALD OF THE MORNING; 1853; 1,294; Baker	Hayden & Cudworth, Medford, Mass.	T. Magoun & Son et al., Boston	Boston	Jan. 21 (only 180 miles from port when 100 days out)	May 7	106
RED ROVER; 1852; 1,021; Putnam	Fernald & Pettigrew, Portsmouth, N.H.	R. L. Taylor et al., New York	New York	Jan. 22	May 24	122
SEAMAN'S BRIDE; 1851; 668; Mayo	R. & E. Bell, Baltimore	Thos. J. Handy, New York	New York	Jan. 23	May 23	120
WINGED RACER; 1852; 1,767; Gorham	Robert E. Jackson, East Boston	Seccomb & Taylor (sold Sampson & Tappan), Boston	Boston	Jan. 25	May 23	118
JOHN GILPIN; 1852; 1,089; Ring	Samuel Hall, East Boston	Pierce & Hunnewell, Boston	New York	Jan. 28	May 23	115 (claimed 114 days)

The clipper sailing from an eastern port nearest in time of departure to that of the *Flying Cloud* was the *Herald of the Morning*, a new ship of 488 tons less than the *"Cloud."* The *"Herald"* left Boston on her maiden voyage two days after the *Flying Cloud* had cleared New

York. She had "an undue proportion of head winds" on the passage and "no opportunity to make even one good day's run," but when 100 days out she was within 180 miles of the Golden Gate. Notwithstanding "an entire absence of good luck running down on the Atlantic and up the Pacific sides," materially helped by an excellent rounding of the Horn in 8 days, she made a passage of 106 days, anchor to anchor. The *Archer,* which cleared a week ahead of the *Flying Cloud,* did not enjoy the favorable sailing conditions that the big McKay clipper experienced on the run down the Atlantic. The ships met off the Horn, and the *Archer* sailed even with the *"Cloud"* for over three weeks. They crossed the Pacific equator on the same day (April 5), but the *Archer* proved to be unfortunate in being two degrees farther west; she ran into light winds and calms, whereas the "lucky Creesy with the *'Cloud',"* favored by good, steady winds, ran from the the line to the Golden Gate in less than 15 days as against 23 days required by the *Archer.*

The *Red Rover* was damaged to some extent, prior to the commencement of this voyage, by the fire of December 26, 1853, which necessitated the scuttling of the *Great Republic.* Although the *"Rover"* sailed only three days after the *Flying Cloud,* she experienced very different sailing conditions from those of the McKay clipper. The log of the *"Rover"* shows that she did not enjoy the favorable, strong winds at the commencement of the passage that gave the *"Cloud" a* 17-day run to the line, and she required 22 days, or five days more, to cover this first leg. The *Red Rover* was buffeted off Cape Horn for 19 days and in the North Pacific experienced head gales that damaged deck gear, stove in a boat, and filled the cabin with water. The *Seaman's Bride,* sailing one day after the *Red Rover,* took 27 days to reach the Atlantic equator and had very heavy weather between the Plate and the Horn.

The *Flying Cloud's* fourth voyage westbound, claimed by Captain Creesy at the time as the record run to California, has since been heralded as the "all-time record passage" between New York (or North Atlantic ports) and San Francisco, and it is claimed that the run was made "in 89 days and 8 hours." Marine authorities, historians, and writers who place truth ahead of propaganda and desire some verification of claims made by "interested" or biased parties apparently have not accepted this claimed all-time record, but they have not hesitated to give the *Flying Cloud* credit for a very fast run. It is said that the ship actually left her loading pier and sailed two full days after obtaining official clearance (an unusual proceeding), for Captain Creesy says that he "sailed Jan. 21 at noon in tow" and "arrived San Francisco night of April 20, 1854, from anchor at New York, 12 noon, Jan. 21, in 89 days 8 hours." Captain Creesy's "night of April 20" is certainly indefinite in regard to the all-important question of "time" when a record is being claimed. It has been definitely stated by influential contemporary members of the shipping fraternity that the *Flying Cloud* "was not in sight off the coast at sundown April 20." This means that at 6:00 P.M. (89 days 6 hours from her claimed delayed departure from her anchorage in New York) the vessel was not near enough to be visible and at nightfall was evidently several hours' sailing away from taking a pilot and many hours more from the completion of her passage. (On her record-breaking passage of June 2-August 31, 1851, made two years eight months earlier, Captain Creesy recorded in his log that it took the *Flying Cloud* 5½ hours after making the Farallones, and 4½ hours after taking the pilot aboard, to arrive at the anchorage in San Francisco Harbor.)

The record of the *Flying Cloud* in the run from North Atlantic ports to San Francisco during the clipper ship decade of 1851-1860 is a splendid one as far as sailing performance is concerned; but, although that vessel has been credited with two 89-day passages (90-day would be more nearly correct), she holds neither the undisputed record for the fastest run nor the best average sailing time for two or more consecutive westbound passages made by a clipper ship in that trade. Her two runs eastbound were fifteen and sixteen days, respectively, longer than the record. The fastest westbound Cape Horn passage to California was made by the *Andrew Jackson* with a run on her fifth voyage of 89 days 4 hours from New York (December 25, 1859) to San Francisco, where she arrived at the pilot grounds off the Golden Gate on March 23, 1860, and had to wait off the Farallones all night, from 4:00 P.M. to 7:00 A.M., before a pilot was obtainable. The *Andrew Jackson,* built by Irons & Grinnell, Mystic, Conn., in 1855 (four years after the *Flying Cloud*), was classed not as an "extreme" but merely a "medium," or "moderate," clipper. She had fuller lines and did not carry as large a spread of canvas as the earlier built "out-and-out" clippers. The *Andrew Jackson* was of 1,679 tons register and, although measuring 103 tons less than the *Flying Cloud,* carried several hundred tons more paying cargo; she was less lofty and more rugged and was operated with a much smaller crew.

The time taken by the *Flying Cloud* between points on her two fastest westward around-the-Horn passages, reputed as "89-day runs," and the fastest time made by any ship on each of the five sections of the course are recorded herewith:

	FLYING CLOUD		All-time Sailing Record between Points			
Between Points	1851 Passage in Days	1854 Passage in Days	Name of Ship and Tonnage	Year Built	Builder	Passage in Days
Sandy Hook to equator	21	17	GREAT REPUBLIC; 3,357 tons	1853	Donald McKay, East Boston	16
Equator to 50° S. Atlantic	25	25	SAMUEL RUSSELL; 957 tons	1847	Brown & Bell, New York	17½
50° S. Atlantic to 50° S. Pacific (around Cape Horn)	7	12	YOUNG AMERICA; 1,961 tons	1853	W. H. Webb, New York	6
50° S. to equator (Pacific)	17	20	METEOR; 1,068 tons	1852	E. & H. O. Briggs, South Boston	15½
Equator (Pacific) to Golden Gate	19	15	COMET; 1,836 tons	1851	W. H. Webb, New York	12
Total	89	89	Record total theoretical passage of above five ships (three built in New York and two in Boston) averaging 1,836 tons register			67

The *Flying Cloud,* continuing her fourth voyage, made an unusually quick "getaway" from San Francisco. Arriving in the Bay on April 20 or 21, she left port, light and in ballast, in tow, it was said, only "8 days 8 hours after her arrival." Whether she cleared April 28 or 29, she was reported taking a pilot off Hong Kong on the evening of June 7, 1854; i.e., 40 or 39 days after she left San Francisco in tow. Apparently, the ship was detained close offshore (after the tugboat left her) and dropped both anchors until the wind and sea moderated and the direction of the wind became more favorable. On the morning of the following day, "the ship dropped out with the tide," it was said, "and with a good northwesterly breeze commenced a good run across the Pacific" of some "37 days from outside the Golden Gate to the pilot at Hong Kong." This Pacific crossing was recorded by owners and associates as a 37-day passage. Captain Creesy claimed a record with a 36-day crossing from the Golden Gate to Hong Kong (*Celestial* claimed a 33-day passage in 1852) and a record of 125 sailing days over the course from New York to Hong Kong via San Francisco. The owners and marine fraternity generally credited the ship with a two-leg passage aggregating 127 or 128 sailing days between these ports—an all-time record.

The departure and arrival dates and times as given by the owners and command of the *Flying Cloud* on this fourth voyage do not check with press notices and the official clearing and arrival records. They give departure from New York as January 19; arrival at San Francisco, April 20; clearing San Francisco, April 29; arrival at Hong Kong, June 7—a total elapsed time of 139 days, of which nine days were spent in port and, therefore, 130 days at sea. Captain Creesy claimed, however, not only that the *Flying Cloud* commenced this voyage on January 21 (not January 19, which is the customhouse record) but also that, after leaving the harbor of San Francisco on April 29, his ship had both anchors down "in 12 fathoms of water about one mile from shore, where she lay for two days." In regard to Captain Creesy's claim of a transpacific record, it is well to note that, in addition to the *Celestial's* report of a 33-day run between San Francisco and Hong Kong and several other claimed 36-day clipper passages between the ports, Captain Land of the *Challenge* reported a run of 8 days from San Francisco to Honolulu in 1852 and affirmed that his clipper on this voyage had continued to show fine speed and had run "from San Francisco to within 400 miles of Hong Kong in 27 days." The *Memnon* of 1,068 tons (Capt. Joseph R. Gordon), in the fall of 1850 (November 27-December 16), and the *Red Gauntlet* of 1,038 tons, in the spring of 1856 (April 24-May 14), made runs from Honolulu to Hong Kong in 19 days. The diminutive *R. B. Forbes* (757 tons), in early 1852, covered the same course in 21 days 13 hours, her skipper (Capt. Justus Doane) reporting, "Distance travelled 5,400 miles, average over 250 miles per day and nearly 10½ knots per hr."

The *Flying Cloud,* on the last leg of her fourth voyage (and her third around the world), sailed from Whampoa, China, on July 20, 1854, for New York with a valuable cargo reported as

being worth "approaching a million dollars." According to a statement made later by the underwriters, "adverse currents, stormy and foggy weather" carried the ship "upon a coral reef on the 7th of August in the China Sea, striking with such severity that her bow was raised out of the water three or four feet, her shoe taken off her keel, and keel itself cut through to the bottom planking, causing her to leak badly and to make a great quantity of water." Captain Creesy's surprisingly good luck had evidently deserted him, but only momentarily. The ship was got off the reef without much trouble or delay. It is said that she was making water at the time at the rate of "11 inches an hour," but apparently by working the pumps steadily the water was kept under control and the *Flying Cloud* was driven as usual to her port of destination, experienced average sailing weather, and reached New York on November 24, 1854, after a passage of 127 days from Whampoa and a reported "115 sailing days." The third voyage of the *"Cloud"* around the world occupied 257 days between ports (as against 231 and 253 days, respectively, on her previous voyages), and Captain Creesy claimed "240 sailing days."

The *Flying Cloud* cleared New York February 15, 1855, on her fifth voyage and arrived at San Francisco June 6 after a passage that, according to clearance and entrance dates, figures 111 days (Cutler gives it as 112 days). Howe and Matthews report the passage as Captain Creesy gave it upon his arrival at the Golden Gate, which does not seem to be correct: "20 days to the Line, 47 to the Horn, where we had light winds and calms which delayed us, 80 days to the Pacific equator and was becalmed for 12 days between 10° and 14° N. Lat.; made passage in 108 days at sea." There were eight clipper ships (excluding the fast ship *Samuel Willets*) sailing from East Coast ports to San Francisco between February 3 and 25 that completed their voyages. The list does not include the bark *White Squall,* which put into Rio de Janeiro dismasted and returned to New York, and the *Keystone,* which sailed from Boston on November 23, went to New York, and did not resume her voyage for several months. On this westward passage around Cape Horn to San Francisco, the *Flying Cloud* did not show the usual and expected sailing superiority to the other vessels in the outbound fleet. Pook's fast clipper *Herald of the Morning,* clearing eleven days before her, made much better time with a passage of 100 days 6 hours, anchor to anchor, and 99 days 12 hours, pilot to pilot, and the *Red Rover,* clearing nine days after the *"Cloud,"* completed the passage in three days less elapsed time than the "McKay crack flyer" with "Creesy, the driver," in command. The following table gives a record of the eight clipper ships (and the *Samuel Willets*) in the California Cape Horn race with sailings from eastern ports between February 3 and 25, 1855:

Name, Year Built, Tonnage, and Captain	Builder	Owner	Departure		Arrival at San Francisco 1855	Length of Passage in Days
			Port	Date 1855		
HARVEY BIRCH; 1854; 1,482; Nelson	Irons & Grinnell, Mystic, Conn.	J. H. Brower & Co., New York	New York	Feb. 3	June 5	122
WINGED RACER; 1852; 1,767; Gorham	Robert E. Jackson, East Boston	Seccomb & Taylor (sold Sampson & Tappan), Boston	Boston	Feb. 3	June 3	120
HERALD OF THE MORNING; 1853; 1,294; Baker	Hayden & Cudworth, Medford, Mass.	T. Magoun & Son, Boston	New York	Feb. 4	May 15	100 (claimed 99 days 12 hours)
FLYING CLOUD; 1851; 1,782; Creesy	Donald McKay, East Boston	Grinnell, Minturn & Co., New York	New York	Feb. 15	June 6	111 (claimed 108 days)
			(Editor's note: recorded by Cutler as 112 days and stated elsewhere as 109 days "from departure to destination.")			
SAMUEL RUSSELL; 1847; 957; Yeaton	Brown & Bell, New York	A. A. Low & Bro., New York	New York	Feb. 16	June 13	117
DASHING WAVE; 1853; 1,180; Fisk	Fernald & Pettigrew, Portsmouth, N.H.	Samuel Tilton & Co., Boston	Boston	Feb. 18	June 19	121
SAMUEL WILLETS; Spicer	Not classed as a clipper ship.		New York	Feb. 20	June 19	119
ATALANTA; 1852; 1,289; Montell	Gardner & Palmer, Baltimore	Montell & Co., Baltimore	New York	Feb. 24	June 30	126 (claimed 124 days)
RED ROVER; 1852; 1,021; Logan	Fernald & Pettigrew, Portsmouth, N.H.	R. L. Taylor et al., New York	New York	Feb. 25	June 13	108
			(also stated Feb. 24; 110 and 109 days)			

The average length of passage of the nine ships, computed from dates of clearances and arrivals, is only 116 days (claimed 115⅓ days), which indicates fast sailing for all the vessels in the group, as 100 days was the best passage *(Herald of the Morning),* 126 days (claimed 124 days) the longest passage *(Atalanta),* and three were reported as under 110 days.

The *Flying Cloud* was in San Francisco sixteen days and sailed through the Golden Gate on June 22, 1855, for China. Captain Creesy reported passing Honolulu on July 3, when 11 days out, and an arrival at Hong Kong on August 1, which makes a 40-day transpacific crossing (stated as 39 days by Creesy). Sailing from Whampoa September 5, the *"Cloud"* commenced the last leg of her fifth voyage and of her fourth voyage around the world. She arrived at New York December 14, 1855, after a passage of 100 days from Whampoa and a stated "98 days from Macao," although Captain Creesy reported "97 days from Macao, China, and 72 days from Anjer." On this fourth voyage around the world, the time between ports as per clearances and arrivals was 251 days, but Creesy "whittled the time down" to "244 days at sea." Upon arrival at New York, Captain Creesy gave up his command and, it was said, "decided to retire from sea life." He did go to his old home at Marblehead, Mass., and it would seem that the captain for a while at least was weary of the sea. Moreover, he was aware that his proud ship, although less than four and three-quarters years old, was deteriorating rapidly and needed substantial sums of money spent on her if she were to continue as the claimed "queen of all California clippers." The owners, evidently, did not see "eye to eye" with Captain Creesy. As the ship was very unprofitable and the repair bills for work that the captain deemed necessary would run into a big sum of money, a great partnership between a good captain and a good ship was terminated. Although Captain Creesy was induced later (in 1857 after certain repairs had been made) to make one more passage—an eastward run from San Francisco to New York—on the *Flying Cloud,* the history-making combination of ship and man ended at the close of 1855. From that time forward, after a brilliant but surprisingly brief career, the once proud record-maker and acclaimed "Speed Queen of the Seas," became merely an ordinary sharp-modeled ship and quickly degenerated into the prosaic.

Capt. Josiah Perkins Creesy was born at Marblehead, Mass., in 1814, and his boyhood was spent near and on the sea. As soon as he was old enough, he shipped on board a vessel bound for the East Indies, and from the forecastle he advanced "steadily through all the grades on shipboard until he became a captain at the age of twenty-three." While in command of the *Flying Cloud,* Captain Creesy had the unusual experience in the winter of 1851-1852 of receiving a New York newspaper at sea from an outward-bound ship and of reading therein an announcement of his death and an obituary notice. In later years, it was said that the news of Captain Creesy's death was broadcast at the instigation of Creesy himself and was part of his strategy to kill an agitation and escape an annoying lawsuit. On August 3, 1851, Captain Creesy had relieved his chief officer, or first mate, of all authority because of "long continued neglect of duty" and "in consequence of his arrogating to himself the privilege of cutting up rigging." Creesy claimed that violation by the mate of his orders was a very serious offense not only as a matter of principle and discipline but also due to the fact that "the *Flying Cloud* was badly crippled aloft, was a long way from the nearest ship chandler's store, and we needed every fathom of rope on board for preventers and lashings." Ashore, the disgruntled and humiliated mate "got in tow of a philanthropic legal 'gent' who took him to New York and paid his board and lodging 'on spec' while awaiting the arrival of the *Flying Cloud,"* due to reach New York sometime in April 1852, "in order to prosecute Captain Creesy." The story goes that Creesy arranged with a friendly commander of a homeward-bound ship, which passed the *Flying Cloud* in the Pacific a few days out from the Golden Gate, to spread the news of his death, and this was done so effectively that the "philanthropic" attorney quickly "soured" on the mate and his claim, cut off all paying of expenses, and saw that the mate, without loss of time, was shipped off to sea again while the sea-lawyer friend "made fast to the mate's three months' [pay] advance."

In 1861, as a volunteer lieutenant of the U.S. Navy, Capt. Josiah Perkins Creesy was assigned to the command of the clipper ship *Ino* (895 tons), and it is said that "on her second cruise" in the spring of 1862, "with a crew of eighty men, the ship ran from New York to Cadiz in 12 days." It would seem that Captain Creesy was too much of a quarter-deck autocrat and experienced, driving, and dominating merchant ship skipper to take kindly to navy "discipline and red

tape." He got into trouble with regular naval officers of superior rank, with the result that the *Ino,* soon after her fast transatlantic eastward crossing, was ordered to return from Europe to Boston and Captain Creesy censured for some sort of claimed insubordination according to the charges of Commander Craven of the *Tuscarora.* Later, Captain Creesy was master of the clipper ship *Archer* (1,096 tons) on two voyages to China. He died at Salem, Mass., in 1871, in his fifty-seventh year. It has been well said, "So long as the American clipper ships and their brilliant exploits hold a place in the memory of man, the names of Josiah P. Creesy and the *Flying Cloud* will be remembered with pride."

Capt. Josiah P. Creesy was one of three captains who claimed having twice commanded ships that made the westward passage around Cape Horn from a North Atlantic port to California in less than 100 days. Captain Creesy surely earned his honor with two passages of about 90 days made with the same ship—the *Flying Cloud.* Capt. Philip Dumaresq qualified by taking the *Surprise* around in 96 days 15 hours and the *Romance of the Seas* in 96 days 18 hours; but, apparently, the third claimant, the very able Capt. Edward Nickels, did not quite "make the grade," for his two fastest passages—each on the *Flying Fish*—were made, according to his own log, in 92 days 4 hours from anchor to anchor in 1852-1853 and 100 days 6 hours from Boston to anchorage outside the Golden Gate in 1851-1852. (The ship did not enter San Francisco Bay until the next day.)

The *Flying Cloud,* upon the completion of her fifth voyage, remained idle in New York for about three months. The owners feared that, because of the expense of operation and her relatively small carrying capacity in paying freight, they could not send her to sea again without experiencing a sizable loss. However, in early March, with certain freights offered, they decided "to take a chance," so with Captain Reynard in command the *Flying Cloud* took on a cargo and cleared New York on March 13, 1856, for San Francisco. It was generally felt that the *"Cloud"* had been "driven to the limit" by Captain Creesy during the four years six months twelve days that he commanded her—from the departure from New York on June 2, 1851, to the return of December 14, 1855. As Creesy refused to sail in her again until she had been thoroughly overhauled and reconditioned and the owners declined to undertake this expense, it was said that "other sea captains of established reputation refused the command of the ship notwithstanding her great record for speedy passages." Certain writers have said, however, that the *Flying Cloud* was "pronounced strong and fit" before she again went to sea—a statement that does not seem to be authoritative nor to check with the known facts. Howe and Matthews write that "on getting fairly at sea the bowsprit was found to be badly sprung and the vessel unworthy in several points." However, she could still sail with favorable winds and in waters that were not too rough, for it was reported that she "made the line in 19 days and passed the latitude of Rio when 31 days out." In the South Atlantic from Lat. 37° to 46°, the *Flying Cloud* encountered gales with bad seas that were too much for her, and "the ship was so badly damaged in hull, spars and rigging" that she could not continue on her voyage. On April 29, Captain Reynard was required to set a course for Rio de Janeiro, where he arrived on May 10, partly dismasted, 58 days out from New York. After a 44-day detention at the Brazilian port for repairs, the *"Cloud"* again sailed on June 23. She was 24 days to the Horn and reached San Francisco on September 14, 1856, 185 days from New York, 83 days from Rio, and 141 sailing days from New York—reported by Cutler as 185 days gross and 168 sailing days (he gives the detention at Rio as from June 5 to 22, or 17 days). Boston boosters and propagandists of McKay-built East Boston ships reported the passage as "113 sailing days—being 31 days from New York to a point off Rio and 82 days from Rio to San Francisco." We are also told that on this unfortunate and disastrous passage the ship made "the fastest day's run in her career, 402 miles and 28 miles better than her previous record and an average for 24 hours of 16¾ knots per hour."

During the period of two weeks before and two weeks after the sailing of the *Flying Cloud* from New York on March 13, 1856, eight clipper ships left East Coast ports for San Francisco. The following table gives a record of these ships and their passages, beginning at East Coast ports February 29 and ending with the arrival of the *"Cloud"* in San Francisco on September 14, 1856:

Name, Year Built, Tonnage, and Captain	Builder	Owner	Departure Port	Departure Date 1856	Arrival at San Francisco 1856	Length of Passage in Days
WIZARD; 1853; 1,601; Slate	Samuel Hall, East Boston	Slate & Co., New York	New York	Feb. 29	June 27	119 (claimed 117 days)
MASTIFF; 1856; 1,031; W. O. Johnson	Donald McKay, East Boston	Warren Delano, New York	Boston	Mar. 7	July 19	134 (claimed 133 days)
SIERRA NEVADA; 1854; 1,942; Penhallow	Tobey & Littlefield, Portsmouth, N.H.	Glidden & Williams, Boston	New York	Mar. 9	July 15	128
SYREN; 1851; 1,064; Foster	John Taylor, Medford, Mass.	Silsbee, Pickman, et al., Salem	New York	Mar. 12	July 25	135 (claimed 130 days)
FLYING CLOUD; 1851; 1,782; Reynard	Donald McKay, East Boston	Grinnell, Minturn & Co., New York	New York	Mar. 13	Sept. 14	185 (via Rio; 141 sailing days)
MORNING LIGHT; 1853; 938; Benjamin Johnson	William Cramp, Philadelphia	Stilwell S. Bishop et al., Philadelphia	Philadelphia	Mar. 17	Aug. 12	148 (claimed 144 days)
EAGLE WING; 1853; 1,174; Waters	James O. Curtis, Medford, Mass.	Chase & Tappan, Boston	New York	Mar. 25	July 23	120 (claimed 118 days)
YOUNG AMERICA; 1853; 1,961; Babcock	William H. Webb, New York	George B. Daniels, New York	New York	Mar. 28 (cleared Mar. 26)	July 14	108 (claimed 107 days)

The average length of passage of the seven contestants (other than the FLYING CLOUD) on the 1856 westbound Cape Horn run was 127½ days elapsed time from clearance (eastern port) to arrival at San Francisco and 125½ days as per the claims and reports of the captains and owners.

During the period of five years three and one-half months from June 2, 1851, to September 14, 1856, the *Flying Cloud* completed six westward Cape Horn passages from New York to San Francisco, which can be briefly summarized as follows:

Voyage No.	Sailed from New York	Arrived San Francisco	Elapsed Time in Days	Comments
1	June 2, 1851	Aug. 31, 1851	90 (a record)	Reported as 89 days 21½ hours
2	May 14, 1852	Sept. 6, 1852	115	Reported as 113 days
3	Apr. 28, 1853	Aug. 12, 1853	106	Reported as 106 days and also as 105 days
4	Jan. 19, 1854 (cleared)	Apr. 20, 1854	91	Claimed sailed at noon Jan. 21 and passage made in 89 days 8 hours
5	Feb. 15, 1855	June 6, 1855	111	Reported as 112 days (Editor's note: claimed 108 days; stated elsewhere as 109 days "from departure to destination")
6	Mar. 13, 1856 (Captain Reynard)	Sept. 14, 1856	185	Put into Rio de Janeiro for repairs; detention, 44 days; time of passage at sea, 141 days (Editor's note: as stated elsewhere, reported by Boston historians as "113 sailing days"; i.e., 31 days from New York to a point off Rio and 82 days from Rio to San Francisco)

Average of five passages under command of Capt. Josiah P. Creesy, 102.6 days elapsed time, with 101.8 days as reported or claimed. Average of six passages before withdrawal from the trade and lay-up (1857-1859), about 116½ days elapsed time, with 108.3 days at sea and 103.7 days on course at sea as reported or claimed. (Editor's note: The average of six passages "from departure to destination" is stated elsewhere as 115.7 days.)

Captain Creesy, for his five complete round voyages on the *Flying Cloud,* claimed an average speed of 6¼ knots per hour around the Horn westbound and a total sailing average in all waters (outward and homeward bound; loaded and in ballast) of 6½ knots.

The *Flying Cloud,* following her arrival at San Francisco on September 14, 1856, lay at the dock or at anchor there until January 4, 1857, a period of 112 days, and this after 44 days spent at Rio undergoing repairs en route. From December 14, 1855, to January 4, 1857, a period of 387

days, the *Flying Cloud* was at sea only 141 days, or 36.4 per cent of the time. Further repairs were made on the ship in San Francisco, and because of this "reconditioning" Captain Creesy was prevailed upon to travel across the continent and bring the *"Cloud"* east on the homeward and invariably the easy and far less hazardous leg of the voyage. Light but stiff with ballast, the *Flying Cloud* sailed from the Golden Gate on January 4, 1857, and reached New York April 6 after a passage of 92 days (claimed 91 days). Following her arrival at New York, the ship was really laid up for an indefinite period, as the owners had learned from bitter experience that she could not be operated without loss.

The year 1857 was one of business depression and commercial panic, but in 1858 shipping was more nearly normal, and American clippers were in demand in the British trade from England to Australia and from England to India, where the Sepoy mutiny caused a call for big ships to carry troops as well as vessels for freighting. The following Yankee clippers had no difficulty in making money on the run between India and England: *Defiance, Sirocco, Game Cock, Meteor, Invincible, Flying Scud, Hornet, Typhoon, Bonita, Mary Robinson, War Hawk, Nor'wester, Rival, Belle of the West, Euroclydon,* etc. In the Australian service, besides several American-built and British-owned clippers, were many Yankee clippers, among which were the *Free Trade, Governor Morton, Neptune's Favorite, Queen of the East, Titan, Wizard King,* etc. Eight American clippers engaged in the England-China tea trade in 1857 (the *Competitor, Celestial, Swallow, North Wind, Spitfire, Neptune's Favorite, Fairy,* and *Maury*), and this fleet equaled the number of British ships in the run. (Four Yankee clippers made better time on this run than the fastest of the British ships.)

The fact that the *Flying Cloud,* with her wonderful record for speed under Captain Creesy, was laid up at New York from April 1857 to December 1859—a period of two years and eight months—is eloquent testimony that the McKay formula for ships, whereas it produced fast vessels, did not create ships that could make money in competitive trade under ordinary commercial conditions. The firm of Grinnell, Minturn & Company had been proud and boastful of its "crack flyer" when, on her maiden voyage, she lowered the record to California by about a week, but had "soured" on the ship after operating her only four and a half years and had laid her up "for good" before it had owned her six years. For several years, the *Flying Cloud* was offered for sale, and when in November 1859 she was towed to the sectional dock for repairs and a general overhauling, she had new owners who insisted on cutting down her spars and canvas and the number of her crew and hoped by reducing operating expenses, with a lessened cost of repairs and maintenance, "to spot her trade" and make money on the ship. It was declared that she positively would not be put in the California run, and the *"Cloud"* never again rounded the Horn and traveled the course over which, under Creesy, she had made a wonderful record for speed, if not for profits. It was authoritatively stated by the owners in New York in November 1859, "Notwithstanding the wonderful record of the *Flying Cloud* in the California service, her model is better suited to the China tea trade, and as the bulk of that business is British we are going to put her in that run and hope to make money." On her first run in the British tea trade (where relatively small ships always seemed to have the advantage), the *Flying Cloud* sailed four days ahead of the little American barkentine *Fairy* of 629 tons (built in 1856 by Roosevelt, Joyce & Company, New York) under the command of Captain Blish and reached London on December 7, 1860, four days after her diminutive competitor had made port, having been beaten eight days on the run.

The following table gives a record of the sailing performance of the *Flying Cloud* during the period from December 8, 1859, to September 3, 1861:

Sailed		Arrived		Length of Passage in Days
Port	Date	Port	Date	
New York	Dec. 8, 1859	Deal*	Dec. 25, 1859	17
Deal*	Feb. 14, 1860	Hong Kong	May 21, 1860	97
Foochow	Aug. 6, 1860	London	Dec. 7, 1860	123
Deal*	Feb. 28, 1861	Melbourne	May 24, 1861	85
Melbourne	June 28, 1861	Hong Kong	Sept. 3, 1861	67

*The loading and unloading port was London.

Once again the owners of the *Flying Cloud* decided that they could not afford to continue to operate the ship. Upon arrival at Hong Kong, she was again laid up and offered for sale and was finally chartered to carry troops to London. She sailed from Hong Kong December 29, 1861 (after a detention of 117 days at that port), passed Anjer January 7, 1862, and put into St. Helena on February 26—59 days out from Hong Kong and 50 days from Anjer. The *"Cloud"* remained in port eleven days, sailing from St. Helena March 9 and arriving at Gravesend April 20, 1862, 112 days out from Hong Kong, of which 101 were sailing days. Upon arrival in England, the *Flying Cloud* was sold and went under British colors with no change of name. Although only eleven years old and having been in operation for less than eight years, she was then generally considered "an old and pretty well worn-out ship." For a while, she traded between England and Australian ports, running under either the ownership of or charter to the Black Ball Line (originally organized, dominated, and managed by James Baines, an old friend and patron of Donald McKay). In this service, which was primarily the carrying of colonial emigrants, the *"Cloud"* ran between Britain and Brisbane, Australia. She was no cargo carrier, but it was hoped that she could be made to pay when carrying at a fair speed "a good load of passengers and enough cargo in the hold and below the 'tween deck to act as revenue-earning ballast." In the early sixties, it is said, she engaged in a race out to Moreton Bay with the British ship *Sunda* and was reported to have been "beaten by 18 miles in a four days' run, both ships often going 16 knots." (The *Sunda* was formerly the American "half" clipper ship *Gauntlet* of 1,854 tons and a good carrier built by T. J. Southard, of Richmond, Maine, in 1853; her only westbound Cape Horn run to California was a 163-day passage made in 1858.)

In 1870 the *Flying Cloud,* under command of Captain Owen and then reported as owned by Mackay & Son, made a run from Liverpool to Hervey's Bay (Queensland) in 87 days, leaving Liverpool June 4 and anchoring at her port of destination on August 30. She carried on this voyage 385 passengers—practically all emigrants. Whereas the time of the run was considered good for the ship at that time, it was slow compared with such passages between Liverpool and Melbourne, Australia, in 1854-1858, as those of the *Young America* and *James Baines,* each in 63 days; *Red Jacket,* 67 days; *Champion of the Seas,* 72 days; *Lightning,* 73 days; and many other runs of 74, 75, and 76 days. (Moreover, when the *James Baines* made her record run of 63 days 18 hours 15 minutes, she took out 700 passengers, of whom 80 were in the first class.)

The *Flying Cloud* spent the last few years of her life in the transatlantic timber trade, operating under the British flag between Canadian ports and England (usually St. John, New Brunswick, and London). In 1874, when owned by H. S. Edwards (or Smith Edwards) and with South Shields as her hailing port, she went ashore on Beacon Island bar while returning to port to escape a heavy gale shortly after leaving St. John. Her cargo was lightered, but the ship's back was broken, and she was condemned and sold by the underwriters. The once famous "Greyhound of the Seas" and the holder for over eight and a half years (August 31, 1851, to March 24, 1860) of the record for the fastest Cape Horn passage from an East Coast port to California was finally burned during June 1875, in Canada, for the copper and metal fastenings.

The *Flying Cloud,* the heralded maker of two westbound Cape Horn speed records and popularly known as Donald McKay's "crack flyer," was unquestionably a very fast vessel, for she had been modeled for speed without any regard to carrying capacity. It was said in the mid-fifties that the members of the firm of Grinnell, Minturn & Company, who were very competent and experienced New York shipowners, paid a very big price for the *Flying Cloud* under the pressure of an unprecedented demand for tonnage in the California trade in early 1851. "They made money with the ship for a couple of voyages, were proud of her speed, but soon regretted their purchase and ownership, as she was a very costly ship to operate in relation to revenue." When the vessel was wrecked, a contemporary wrote: "A great ship is gone after a life of twenty-three years, the first four of which were successful to the degree that the *Flying Cloud* became known as one of the world's fastest sailing vessels. The balance of her career was mediocre, and it is extremely doubtful that after the first three years of her existence the ship ever earned a penny for her owners." In 1856 and later years, it was generally felt by the marine fraternity that Captain Creesy had driven and forced the *Flying Cloud* beyond her reasonable capacity and ability to withstand and that she had strained her hull badly with pitching and diving, hogging and sagging, and heavy rolling. It was the original consensus of opinion that she was "amply sparred and canvased for the Cape Horn trade," but as Captain Creesy was dissatisfied with her sailing on the China run,

he increased her spars and sail area on the foremast after her maiden round voyage and drove her relentlessly, often straining her masts and bowsprit (as well as her hull) and occasionally losing spars and often much canvas. After Captain Creesy left her in New York in December 1855, the ship's spars were cut down twice, the first time at Rio de Janeiro in 1856 and the second time at New York in 1858. Later, it was reported that her sail spread was further materially reduced. When the ship operated under the British flag in the British-Australian trade, she was merely a shadow of the "keen flyer" that had left the McKay East Boston shipyard in 1851, and when engaged in the transatlantic timber and lumber trade, she was nothing but "a worn-out sailing hack" operated as cheaply as possible and with the thought that each crossing might prove to be her last. It is rather surprising, under the conditions existing, that the *Flying Cloud* continued to be operated about thirteen years under British ownership and that the ship survived as an ocean carrier until she was twenty-three years old.

The third and last clipper of Grinnell, Minturn & Company—at least the last of which this firm was the registered owner—was the *North Wind,* an "extreme" clipper of 1,041 tons, built by Abraham C. Bell, the son of Jacob Bell. She was launched from the old New York shipyard of Brown & Bell on April 30, 1853, twenty-four and a half months after the *Flying Cloud* had been put in the water by Donald McKay at East Boston and twenty-nine and a third months after the launching of the *Sea Serpent* from the yard of George Raynes at Portsmouth, N.H. The *North Wind* (length 177 ft., beam 35 ft. 8 in., depth 21 ft.), it is said, was "very sharp" and "could carry only slightly more than her register," or about 1,050 tons. On account of the shallow water encountered entering most of the harbors of the trade routes on the Seven Seas, almost all sizable ships built from the forties on and throughout the clipper ship decade had a uniform mean load draft (i.e., the same forward and aft), but the *North Wind* was designed and built with a drag aft of two feet.

Under the command of Captain Hildreth, the *North Wind* cleared New York for California on her maiden voyage July 27, 1853, and she reached San Francisco on December 12 after a discouraging passage of 138 days. The ship experienced adverse sailing conditions in the North Atlantic and was 38 days reaching Cape St. Roque (just south of the equator); she ran from this point to 50° S. Atlantic in 20 days, but spent 29 days battling heavy gales off Cape Horn (where she suffered damage on deck) and crossed 50° S. Pacific when 87 days out. The run up the Pacific was slow because of calms and light winds, and it occupied 51 days as against 58 days running south in the Atlantic. All of the clipper ships sailing from East Coast United States ports for California preceding the clearing of the *North Wind* made long passages, port to port, as the following record shows:

			Departure		Arrival at San Francisco 1853	Passage in Days, Port to Port
Name of Clipper	Captain	Tonnage	Port	Date 1853		
WISCONSIN	Scott	925	New York	July 6	Dec. 21	168
WHISTLER	Brown	820	Boston	July 16	Nov. 24	131
FLYING DRAGON	Baker	1,127	Boston	July 21	Dec. 16	148
WIZARD	Slate	1,601	New York	July 24	Dec. 19	148
NORTH WIND	Hildreth	1,041	New York	July 27	Dec. 12	138

The *Flying Dragon* had a bad time rounding Cape Horn, and Capt. Judah P. Baker, formerly of the *Shooting Star,* died on the passage (November 24). In the North Atlantic, the *Wizard* enjoyed good winds entirely different from those encountered by the *North Wind,* which sailed only three days after her. The *Wizard* ran to Cape St. Roque in only 27 days; whereas the *North Wind* required 38 days. Off the River Plate, the *Wizard* ran into trouble and sustained such damage to spars and rigging that she returned to Rio de Janeiro for repairs. It was claimed that the ship was at Rio from September 18 to October 11, that she ran from Rio to San Francisco in 69 days (the fourth fastest passage on record for a laden ship), and that, although her length of passage was 148 days from port to port, her sailing days at sea totaled only 125, and of these only 104 were on the course from New York to San Francisco. Of the nine clipper ships that left East Coast United States ports during the period July 27-August 16, 1853, seven arrived at San Francisco during the forty-eight-hour period December 10-12 inclusive. The other two ships were

the *Northern Light* (1,021 tons), with Capt. Freeman Hatch in command, which cleared Boston August 15 and reached San Francisco December 16 after a 123-day passage (clearance to entry), and the *Flying Arrow* of 1,092 tons (Captain Clark), which sailed from New York August 10, but did not arrive at San Francisco until December 31, making a long run of 143 days. Much has been written of the "race" of the other seven clipper ships "around Cape Horn to California," and the sailing performance is set forth herewith; but whereas seven clippers sailed through the Golden Gate during a period of two days, the date of departure of these ships from eastern ports was spread over twenty days, with two of them *(Comet* and *Trade Wind)* sailing August 4, two *(Hurricane* and *Mandarin)* on August 9, one *(North Wind)* as early as July 27, and the other two departing on August 13 and 16, respectively.

Name of Clipper, Tonnage, and Captain	Launched	Builder	Departure		Arrival at San Francisco 1853	Best Day's Run in Nautical Miles	Passage in Days Elapsed Time
			Port	Date 1853			
NORTH WIND; 1,041; Hildreth	Apr. 30, 1853	A. C. Bell, New York	New York	July 27	Dec. 12	250	138
		On Atlantic side, 58 days; on Pacific side, 51 days; rounding Cape Horn, 29 days; to equator (Atlantic), 35 days.					
COMET; 1,836; Gardner	July 10, 1851	W. H. Webb, New York	New York	Aug. 4	Dec. 10	263	128
		Rounding Cape Horn, 29 days. One of the fastest sailing ships ever built and a great maker of sailing records between points.					
TRADE WIND; 2,045; Webber	Aug. 12, 1851	Jacob Bell, New York	Phila-delphia	Aug. 4	Dec. 10	270	128
		Claimed 125 days—probably from Delaware Capes to Golden Gate. A big ship and a fast sailer.					
HURRICANE; 1,608; Very	Oct. 25, 1851	Isaac C. Smith, Hoboken, N.J.	New York	Aug. 9	Dec. 12	263	125
		Claimed 123 days. On Atlantic side, 51 days; on Pacific side, 53 days; rounding Cape Horn, 19 days. To equator (Atlantic), 25 days—the record for all August sailings.					
MANDARIN; 776; Perit	June 1850	Smith & Dimon, New York	New York	Aug. 9	Dec. 11	249	124
		Claimed 123 days. Built at the yard that produced the early clippers RAINBOW and SEA WITCH. A relatively small clipper.					
RAVEN; 712; Crocker	July 1, 1851	James M. Hood, Somerset, Mass.	New York	Aug. 13	Dec. 11	310	120
		Claimed 119 days. Rounding Cape Horn, 21 days. A small clipper that, on her maiden voyage, beat the big TYPHOON by two days and the fast SEA WITCH by five days on the run from New York to San Francisco.					
WITCH OF THE WAVE; 1,498; Miller	Apr. 6, 1851	George Raynes, Portsmouth, N.H.	Boston	Aug. 16	Dec. 11	289	117
		On Atlantic side, 51 days; on Pacific side, 47 days; rounding Cape Horn, 19 days; to equator (Atlantic), 28 days; from equator (Pacific), 26 days.					

These clipper ships sailed within twenty days of each other and, after some four months of sailing, arrived at their port of destination within two days of each other. Although they were so close together, the sailing conditions affecting the performance and length of passage of the ships varied considerably. The known length of time rounding the Horn varied from 19 days for the *Hurricane* to 29 days for both the *North Wind* and *Comet;* the time given for the *Witch of the Wave* was evidently 19 days according to log, although historians have stated that it was 13 days. Running from New York to the equator, the *Hurricane* had a ten-day advantage over the *North Wind* and three days over the *Witch of the Wave.* Eliminating the handicap of twenty days in the North Atlantic and rounding the Horn, the *North Wind* evidently beat the *Hurricane* in the South Atlantic and on the entire run in the Pacific by five days.

The *North Wind,* a handsome new clipper ship, was subjected to the degradation of loading guano on her very first voyage. She sailed from San Francisco to Callao, Peru, in ballast in 48 days and, leaving that port, guano laden, April 29, 1854, was at Hampton Roads, Va., on July 15 after a run of 77 days from Callao. Her owners (Grinnell, Minturn & Company), who were specialists in transatlantic trade, then sent their new clipper on a round voyage between New York and Havre; she went out in 23 days and returned in 29 days, carrying 371 passengers on her westbound crossing. About five and a half years later, the *North Wind* made another

transatlantic round voyage, this time between New York and London. With Captain Jewett in command, she sailed from New York March 1, 1861, for London and was back at her home port May 12 after a good westward passage of 24 days. This second transatlantic round voyage of the *North Wind* was the last passage made by the ship under the flag—the red, white and blue swallowtail—of her original owner, Grinnell, Minturn & Company.

The third voyage of the *North Wind* was in the Indian trade. She went from New York to Calcutta in 99 days and returned in 98 days, following which she was again put in the California run. Loading in New York for San Francisco, the *North Wind,* with Captain Gore in command, cleared on April 8, 1856, and arrived at San Francisco July 31—114 days later. There is uncertainty in regard to the exact time of sailing on this passage and the time of her arrival off the Gate, but Captain Gore reported that the passage ended July 30 after the ship was becalmed for three days off the California coast. The length of the passage is given as 110 days, with the crossing of the Pacific equator 85 days out from New York. The six clipper ship passages to California beginning at East Coast ports from March 25 to April 8, 1856 (the date of the clearing of the *North Wind*) were generally fast, being sandwiched between "two spells of bad weather" on the course. The *Flying Cloud* of 1,782 tons (Captain Reynard in command), clearing New York March 13, 1856, was partly dismasted and required 185 days to reach San Francisco, and the *Competitor* of 871 tons (Captain Wade in charge) left Boston April 19 and was entered at San Francisco September 13, 1856, 147 days later, after experiencing, it was said, "terrific weather off the Horn, the barometer going down to 27." There are a great many conflicting reports covering the westbound clipper ship passages to California beginning at East Coast ports during the first part of April 1856, but it would seem that the following record of all the seven passages commencing between March 18 and April 17, 1856, is correct. (Howe and Matthews say that the *Neptune's Favorite* "went out to San Francisco in 113 days, arriving April 8, 1856"; whereas this date is stated herewith as the date of departure—from Boston—and not of arrival.)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed Time	Claimed
EAGLE WING; 1853; 1,174	Waters	James O. Curtis, Medford, Mass.	New York	Mar. 25	July 23	120	118
			(100 miles from Golden Gate when 112 days out)				
YOUNG AMERICA; 1853; 1,961	Babcock	W. H. Webb, New York	New York	Mar. 26	July 14	110	107
			(cleared; sailed Mar. 28; 108 days)				
ALARM; 1856; 1,184	Matthews	E. & H. O. Briggs, South Boston	Boston	Apr. 4	Aug. 16	134	130
			(39 days from Pacific equator to San Francisco; also stated Apr. 7 and 131 days)				
MARY L. SUTTON; 1856; 1,448	Rowland	Charles Mallory, Mystic, Conn.	New York	Apr. 5	July 26	112	111
			(only 9 days rounding Cape Horn)				
NEPTUNE'S FAVORITE; 1854; 1,347	Lane	Jotham Stetson, Chelsea, Mass.	Boston	Apr. 8	July 31	114	113
			(200 miles off Golden Gate when 102 days out)				
NORTH WIND; 1853; 1,041	Gore	A. C. Bell, New York	New York	Apr. 8	July 31	114	110
			(becalmed off Golden Gate for 3 days; also stated July 30 and 113 days)				
POLYNESIA; 1852; 1,084	Perkins	Samuel Hall, East Boston	New York	Apr. 11	Aug. 28	139	132
			(15 days in gales off Cape Horn)				

Continuing the voyage around the world, the *North Wind* crossed the Pacific from San Francisco to Hong Kong in 48 days, ran up the coast to Shanghai with a cargo of rice, and loaded at Foochow with tea for London. A published table of Britain-China tea passages for 1857 gives the *North Wind* as sailing from Foochow August 1, 1857, and arriving at London March 25, 1858, and these reported statistics show a record long passage for the year, port to port, of 236 days. The facts are that the *North Wind* sailed from Foochow August 17—and not August 1—and put into Hong Kong August 31 after being severely battered and partially dismasted by an extremely violent typhoon in the China Sea, which caused a great deal of damage generally. After repairs, the *North Wind* sailed from Hong Kong December 19, 1857, and reached the dock in London on March 25, 1858 (the date given above) after a record fast run for the year—China to England—of only 96 days instead of the stated 236 days. Eight Yankee clippers participated

in the British tea trade in 1857, and the same number of British clippers made passages that year. The American ships were the *Competitor* (871 tons), *Swallow* (1,435 tons), *Neptune's Favorite* (1,347 tons), *North Wind* (1,041 tons), *Celestial* (860 tons), *Spitfire* (1,520 tons), the diminutive fast bark *Maury,* and the barkentine *Fairy* (629 tons)—loaded in the order named. Cutler, writing of the 1857 tea passages from China to England, says:

> The best run was made by the *North Wind,* her time being 96 days from Hong Kong to London, with the 98 days passage of the *Celestial* second best. Four of the American passages were shorter than the best reported British run. In this connection it is necessary to note that the passage of the British clipper *Northfleet,* Captain Freeman, from Hong Kong to Plymouth this year as given by an English writer is incorrect. The run is given as 82 days (Basil Lubbock: "THE CHINA CLIPPERS"), which, if correct, would stand as the world's record by a generous margin, but as a matter of fact, the *Northfleet* sailed from Hong Kong on the 8th of August and entered in at London on the 8th of December. Her passage therefore was 122 days, or if her passage is considered to end at Plymouth, 117 days. The same writer gives the passage of the *Celestial* as 141 days, possibly confusing her with a British ship of the same name. The American *Celestial,* as we have seen, made the run in 98 days.

The above seems to portray the facts properly, and ships' records show that the *Celestial* loaded at Foochow and made the run thence to London, arriving January 11, 1858. However, Cutler, in his tables of "Voyages Made by American Ships from China to England in the Tea Trade," shows the *Celestial* as sailing from Foo Choo Foo August 27, 1857, from Anjer October 12, and arriving at London on January 11, 1858. These dates of departure from China and the Straits would make a passage of 137 days, with 91 days from Anjer, which does not check with known facts or with Cutler's own writings. Another point worthy of comment is that British marine historians very frequently give the length of passages of British ships from the dropping of the pilot off some foreign port to the sighting of some point in the English Channel, and this may be the Lizard, at the western end, or some intermediate spot anywhere between the Scilly Islands and Deal. That the British clipper *Northfleet* took five days to cover the relatively short distance from Plymouth to London is eloquent testimony of the wrong conclusions that may be drawn from British ship passages when reported from pilot to land or even from pilot to pilot as compared with the passages of American ships from clearance to entry or from port to port. Of the American clippers in the British tea trade, two reported being off the Lizard ten days before their official reported arrival at London; one reported off Land's End five days before reaching London; two gave their time off Plymouth, which averaged four days before they arrived at London; one recorded "off Start Point" four days and another "off Dartmouth" three days before reaching port of destination; two other ships mentioned in their logs passing Brighton and Dungeness two days before they arrived at London; six ships averaged two days between the times of arrival at the Downs and in the Thames River; and the passages of twenty-eight American clippers recording arrivals at both Deal and London showed a variation of time of from one to five days and an average of three days.

On January 15, 1860, the *North Wind,* under the command of Capt. W. S. Morton, arrived at Port Phillip, Melbourne, being only 66 days out from the Downs, which she left on November 10, 1859, and only 67 days from London—a record passage between the ports. Announcement of this run was made in the New York HERALD of April 24, 1860, which gave time for the news to reach New York, but Howe and Matthews say that the "*North Wind* arrived at Port Phillip Heads, Melbourne," in April 1860, "being only 67 days from the Downs, which was called at the time a record passage." Cutler credits the *North Wind* with a 66-day passage from London to Australia and says, "She left the Downs on the 10th of November and reached Port Phillip January 15 [1860]." Capt. Arthur H. Clark, in THE CLIPPER SHIP ERA, writes, "Of the large number of ships bought or chartered in the United States for the Australian trade by British ship-owners [the McKay-built ships of the Black Ball Liverpool line; the *Red Jacket, Blue Jacket,* and *Ocean Chief* of the White Star Line], with the *Red Rover, Comet, Tornado, Sierra Nevada,* and *Invincible,* each with a record of less than 75 days from Liverpool or London to Melbourne, the *Belle of the Sea,* 64 days from London to Melbourne, and the *North Wind,* 67 days from London to Sydney, N.S.W., were the most celebrated." He adds:

> By 1860, the day of the Australian clipper had passed away, although the later China tea-clippers sometimes made this voyage. Almost countless splendid iron and steel sailing ships have since been built in Great Britain, and many fine passages have been made to and from Australia; yet the records of the *James Baines, North Wind, Lightning, Mandarin,* and *Lord of the Isles* remain unbroken.

All of these ships mentioned by Captain Clark were American wood clippers except the *Lord of the Isles,* which was a British iron tea clipper of 770 tons, built by John Scott & Company, of Greenock, Scotland, in 1853. She was "a wet ship" and, being a long and narrow vessel and "extremely sharp," was known as the "diving bell." In 1855 the *Lord of the Isles* was credited by the British with a record run of 87 days from Shanghai to London during the favorable northeast monsoon, but even if the length of passage stated is correct, this is no all-time record run. The American clipper *Golden Gate* covered the course (November 1854-February 1855) in 86 days, and over the longer-time and less favorable course from Shanghai to New York, the American clippers *Swordfish, Surprise,* and *N. B. Palmer* made passages in 81, 82, and 82 days, respectively, during the years 1857-1860. The record passage of the *North Wind* was from London to Melbourne and not to Sydney, N.S.W., as stated by Captain Clark, and the *Belle of the Sea,* which he credits with a run of 64 days from London to Melbourne, was a medium—not an extreme—clipper ship of 1,255 tons, built by Ewall & Dutton, of Marblehead, Mass., in 1857. In 1859-1860, the ship was engaged in trade between England, Australia, and India, and although several historians refer to the ship's making "a very fast passage from London to Melbourne of some 64 days" during this period, no dates or other confirmatory evidence are available.

The *North Wind,* continuing her voyage, which originated in London and the first leg of which was a passage to Australia, went on to China and loaded at Amoy for New York. Sailing September 18, 1860, she was 43 days to Anjer against the monsoon and, clearing Java Head November 4, arrived at New York January 26, 1861, after a run of 130 days from Amoy, 83 days from Anjer and the Straits, and 55 days from the Cape of Good Hope. She experienced very unfavorable weather conditions throughout the entire passage.

It would seem that Grinnell, Minturn & Company chartered the *North Wind* to British shipping firms for many voyages, and on several occasions rumors cropped up to the effect that the financial interest of the original owners in the vessel was small and that "English shipping firms had bought in." Upon the return of the *North Wind* to New York May 12, 1861, after completing her second round transatlantic voyage, Captain Jewett replaced Captain Morton in command, and the ship "was sold to the British." (This passage followed on the heels of her London-Australia-China-New York voyage of November 9, 1859-January 26, 1861, which had occupied 14 months 17 days because of the long detention in Australian and Chinese ports while waiting for cargo and had taken her twice around the Cape of Good Hope.) The *North Wind,* on May 24, 1861, left New York for Havana and proceeded to Matanzas, from which port she sailed July 15 for Cronstadt, Russia. While in Cuba, the *North Wind* was referred to in the press and in shipping circles as "a British ship with an American captain."

From the Baltic, the *North Wind* sailed to London and from there to Cardiff, Wales, arriving March 13, 1862, and sailing from that port on March 27 with coal for Ceylon; she arrived out at Galle on June 26, 1862, after a passage of 91 days. The ship then proceeded to Singapore and from there sailed for London. On January 17, 1863, the *North Wind* left the Thames light for Cardiff, but in the Channel suffered some damage from collision with the British ship *Golden Fleece,* bound for Shanghai. She put into Deal on January 17 and, after repairs, continued on to the Welsh port, from which she sailed February 23, 1863, with a cargo of coal for Singapore, arriving out on May 27 after a passage of 93 days. The ship was again reported sold at Singapore in June 1863, and some accounts say that whereas British interests had "bought heavily into the *North Wind,*" the vessel did not go under British colors until the early summer of 1863, when the Civil War, with the nervousness of northern shipowners over the depredations of Confederate raiders, was driving a large fleet of ships into the sanctuary of a foreign port and very many into foreign registry—primarily British. The *North Wind* sailed from Singapore in September 1863, went ashore on a reef off Bintang Island, and returned to Singapore in tow on October 2. Damages were found to be slight, and after repairs the ship again proceeded to sea. Nothing is known of her voyages after the fall of 1863, and there have been many rumors about the ship. One says that she was again sold in 1868 to Continental owners and that she continued in service for many years; another that she was wrecked in 1871.

During the period of nine years ten months from July 27, 1853, to May 27, 1863, the *North Wind* had an unusual variety of voyages and sailed on all of the Seven Seas, never proceeding over the same trade route in the same direction more than twice. This great diversity of passages consisted of two westbound Cape Horn runs from New York to San Francisco; one eastward

Cape Horn passage from San Francisco to Hampton Roads, Va., via Peruvian ports; two complete round North Atlantic voyages from New York, one to Havre and one to London; one round voyage between New York and Calcutta, India; one transpacific passage from San Francisco to Hong Kong; one tea passage from Shanghai to London and one from Amoy to New York; one run from London to Melbourne and one from Australian to Chinese ports; one voyage—New York-Caribbean Sea ports-Cronstadt-Baltic ports-London; two coal passages from Cardiff—one to Ceylon and one to Singapore; one run from Ceylon to Singapore; and one passage from Singapore to London.

Another ship built in the first half of the fifties (during the clipper shipbuilding era)—which was, however, no clipper, but was owned by Grinnell, Minturn & Company—was the *Aurora,* a three-decker designed and constructed by William H. Webb, New York, for the transatlantic packet trade. Webb's family records state that this ship was built for "Howland Frothingham." Albion, the authority on New York sailing packets, says that she was built for the Liverpool Blue Swallowtail Line, which means Grinnell, Minturn & Company. Howe and Matthews list this ship as an outstanding general trader of Down Easter characteristics operating as an American merchant ship during the period described (1850-1890) and say that "during the late '60's, the days of the sailing packets being practically over, Howland & Frothingham, who had previously purchased her from Grinnell, Minturn & Co., placed her in the general carrying trade." The builder and Albion place the tonnage of the *Aurora* as 1,639, Howe and Matthews as 1,859, but all records agree that the beam was 42 ft., the depth 29 ft., and the length, evidently, a scant 202 ft. Albion says that the *Aurora,* after leaving her builder's yard, operated for five years (1854-1859) in the Atlantic "ferry" as a regular, scheduled Blue Swallowtail New York-Liverpool packet and that she left that line to engage in Howland & Frothingham's Liverpool service. While a Swallowtail liner, the *Aurora* made no spectacularly fast transatlantic runs. On the other hand, she made no very slow ones, and the average length of her westbound passages (34 days) was good; her best run from Liverpool to New York was made in 24 days, and her slowest occupied 44 days.

The *Aurora* was, in fact, neither a clipper packet nor a Down Easter but a typical North Atlantic sailing packet, well adapted for the Western Ocean trade for twelve months in the year; she was a rather unsatisfactory and slow ship for general trading on the Seven Seas, where her very full, rounded bow and quite moderate spar and sail plan operated against her. Prior to 1875, the *Aurora* made several voyages between New York, San Francisco, and Liverpool, and the length of them was greater than the average. In February 1875, the ship arrived at San Francisco with 1,800 tons of coal after a run of 147 days from Liverpool. In October 1876, the *Aurora* was sold to John W. Elwell & Company, New York, for $30,000. This seems to have been a good price for a ship twenty-two years old that was rather slow and a poor carrier for a vessel of her registered tonnage (if 1,800 tons of coal is all that she would load). In February 1877, the *Aurora* left San Francisco for Peru to load guano for New York and thereafter operated in the case oil trade with ports in the Far East. The ship is said to have been well suited for this trade, but while at Calcutta loaded with oil in January 1884, she caught fire and quickly became a total loss. The *Aurora* was evidently a very well-built vessel, and although about thirty years old when destroyed by fire, surveys showed that she was in excellent physical condition and unusually well preserved, with sound timbers. The packet and general trader *Aurora* should not be confused with an extreme clipper ship of the same name, of 1,396 tons, built by John Taylor, Chelsea, Mass., in 1853.

N. L. & G. Griswold, New York

The name Griswold was prominent in shipping circles throughout the first part of the nineteenth century and the packet and clipper ship eras. The fast ship *Maria* of 344 tons (length 102 ft., beam 27 ft. 8 in., depth 13 ft. 10 in.), built at Saybrook, Conn., in 1811, was owned by George & Nathaniel L. Griswold and Richard & Ebenezer Hayden. Richard Hayden was the

builder, and a Captain Griswold was in command of the vessel. Two branches of the Griswold family were actively connected with the ownership and management of ships, and each branch consisted of two brothers, the members of each partnership being cousins of the other pair. The brothers John and Charles C. Griswold, of Lyme, Conn., were associated in ownership and were interested primarily in transatlantic and coastwise sailing packets.

Among the well-known packet ship captains were two Griswolds from Lyme, Conn. Augustus H. was a part or sole owner of several vessels and was in command of the London Black X liners *Cambria* (362 tons) in 1828-1829 and *Samuel Robertson* (421 tons) in 1833-1834. He is also recorded as master of the *Acasta* of 330 tons, built at Athens, N.Y., in 1818, and one of the pioneer packets of the Black X Line, and of the packet *Cincinnatus* of 373 tons, built by Charles Brownne, New York, in 1818 (S. W. Coates, John Griswold, et al., registered owners). Capt. Augustus H. Griswold died in 1836. Capt. Robert H. Griswold (1808-1882) was mate in the *Cambria* under Capt. Augustus H. Griswold and later commanded several Black X packets, including the *Sovereign* (462 tons), *Toronto* (631 tons), *Northumberland* (817 tons), and *Ocean Queen* (1,182 tons). Capt. Robert H. Griswold relinquished command of the *Ocean Queen* in 1854 and later retired to Lyme as had Capt. Augustus H. Griswold.

John and Charles C. Griswold, who were to become important in the ownership and operation of sailing packet ships and in the organization of lines, both transatlantic and coastwise, were part owners of a 223-ton brig in 1813 and of a 301-ton ship in 1814. The commander and a part owner of these vessels was Capt. Henry L. Champlin, who was later associated with John Griswold in the organization of the New York-London Black X Line. Captain Champlin commanded the *Hudson* (368 tons) in the first sailing of this service, June 1, 1824. John Griswold was one of the founders of the first New York-Savannah packet line in 1824. He made efforts to start a New York-London line of sailing packets in September 1822 (the year that the Red Star and Blue Swallowtail lines were organized), and a line commenced sailings between New York and London. However, London was not a cotton port like Liverpool or even Havre, and John Griswold's first attempt to inaugurate a regular packet service between New York and London failed in 1823. Commencing with the sailing of the *Hudson* on June 1, 1824, the Griswold New York-London Black X Line was established with the *Hudson* (368 tons), *Crisis* (336 tons), and *Acasta* (330 tons). John Griswold became definitely identified with the London Black X Line as operating owner and lived in New York, while his brother and partner, Charles C., resided in Savannah, Ga., and handled that end of the business for several years. Later, Charles C. returned to New York and finally retired to Old Lyme, Conn. He maintained a part ownership in ships that were operated by John Griswold, who, furthermore, became quite active as a shipbroker. He was part owner of the packet ship *Brighton* of 354 tons, built in 1824, which ran for seven years (1824-1831) in the New York-London Red Swallowtail Line. The brothers John and Charles C. Griswold continued for long years their interest in sailing packets. The details regarding the packet ships in the transatlantic and coastwise trade and the record of their service in the various packet lines are given in Volume II under the heading, "The Sailing Packet Era" (pages 1073-1309).

Nathaniel L. and George Griswold (cousins of John and Charles C. Griswold) formed the firm of N. L. & G. Griswold and gained a great reputation and prestige as shipowners and operators, particularly in the China trade. Among the early ships owned by N. L. & G. Griswold was the *Splendid* of 473 tons (length 126 ft. 6 in., beam 28 ft. 10 in.), launched at Baltimore in 1832. Under Capt. John Land, this early Baltimore clipper did some good sailing in the China trade and in the spring of 1843 arrived at New York 102 days from Canton. The Griswolds owned many ships that they did not build, and among them can be mentioned the *Ariel* of 572 tons, launched October 18, 1846, from Currier & Townsend's yard at Newburyport, Mass. The *Ariel,* which was 136 ft. 4 in. long and 30 ft. 4 in. beam, was a fast sailer and a successful ship in the China trade. Among her outstanding runs was a passage of 90 days from Canton to New York, where she arrived February 17, 1851, after a run of only 39 days from the Cape of Good Hope and the phenomenal time of only 17½ days from the equator. Specializing in oriental trade and in the use and development of the well-modeled and canvased China packets of an early clipper type, N. L. & G. Griswold built and operated, among other vessels, the following outstanding ships, which gained a reputation for speed and as successful, reliable, and profitable carriers:

Name of Ship	Year Built	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
HELENA	1841	W. H. Webb, New York	598	134- 6	31- 4	20
COHOTA	1843	W. H. Webb, New York	691	145- 6	32- 3	20
PANAMA (II)	1844	W. H. Webb, New York	612	135	31- 8	20
RICHARD ALSOP	1847	Bath, Maine	836	157- 2	34- 1	21

The three Webb-built ships mentioned, in conjunction with the following vessels, developed the real American clipper ship of the 1850's: William S. Wetmore's *Montauk* of 505 tons, built in 1844; A. A. Low & Bro.'s *Houqua* of 583 tons, built in 1844, *Samuel Russell* of 957 tons, built in 1847, and *Oriental* of 1,003 tons, built in 1849; and Howland & Aspinwall's *Rainbow* of 752 tons, built in 1845, and *Sea Witch* of 908 tons, built in 1846. Of all these ships, it would seem that the *Helena* was the most important, for she, with her transatlantic packet ship characteristics above water, but with finer lines below and plenty of canvas, showed a combination of ability to carry cargo and make the good speed that the oriental trade demanded. In general appearance, the model of the *Helena* resembles in prime characteristics those of Webb's finest, fastest, and most famous transatlantic sailing packets, but as compared with the *Yorkshire,* the fastest of all Western Ocean regular packets, she was sharper-lined and more heavily rigged. It is interesting to know that the *Helena,* because of her underwater body and relatively large spread of canvas, was referred to by contemporaries as a clipper, even though her abovewater hull was almost identical with that of a transatlantic packet (as was that of the later and extremely fast *Samuel Russell*).

In early March 1849, the *Helena* was put up for California. Participating in the Gold Rush, she went out to San Francisco from New York, under the command of Capt. John Land, in the slow time of 166 days. Sailing conditions were unfavorable as is evidenced by the record of California passages originating in East Coast ports at that time. Of twelve sailings in February, the average length of passage was 210¼ days (longest, 219 days; shortest, 198 days). Of the eleven sailings in March, the average length of passage was 178½ days (longest, 222 days; shortest, 158 days).

In 1850-1851, the *Helena* made her second and last Cape Horn westward passage to California. She cleared New York October 29, 1850, under the command of Captain Land, and anchored in San Francisco Bay after a passage of 132 days (recorded also as 134 days). The *Helena's* career abruptly terminated when the ship "went missing" in 1857—when sixteen years old. Under Captain Thompson, she sailed from China with a big load of coolies for Havana at the time that such human freight was proving troublesome, belligerent, and destructive. It was felt at the time of her loss that the *Helena,* like some of the later and bigger clippers, was "a victim of her cargo."

In 1845 the *Cohota,* under Capt. Henry L. Hepburn, ran from Canton to New York in 100 days and in 1849, with Capt. William B. Gerry in command, made a passage from Calcutta to Boston in 100 days. Captain Gerry also took the *Cohota* on two Cape Horn passages from Boston to California during the Gold Rush—the first (April-August 1850) in 128 days (124 days net as claimed) and the last (June-November 1852) in 138 days.

The *Panama* of 612 tons, launched in 1844, was the second ship of that name owned by the Griswolds. Before the partnership and firm went out of business, they were to own four different ships bearing that name, which, they declared, was "a lucky one" for them. Captain Griswold took the first *Panama* from Canton to New York in 94 days in 1836, or eight years before the second *Panama* was built. In 1847 the *Panama (II)* sailed over the same course in 91 days, and in 1852 she made the passage in 90 days.

The Griswolds were at no time enthusiastic about the building, ownership, and operation of extreme clippers. They were advocates of medium-sized, medium fine-modeled, and moderately sparred ships (but carrying a good spread of canvas when such was wanted and could be used

to advantage). They were interested primarily in the China trade and in the California run only when they found it advantageous, because of freights, to sail west and go out to China via Cape Horn and San Francisco (or Valparaiso or some other West Coast South American port) rather than to sail east and follow the course via the Cape of Good Hope and the Straits of Sunda. The Griswolds built only two real clippers in the clipper ship decade of 1850-1860. These were very fast vessels. They also, for some unknown reason, purchased in June 1859 a third extreme clipper, which, whereas very sharp, had proved to be slow and unlucky in her passages. A comparative table giving the dimensions and particulars of the three "out-and-out" clipper ships is presented herewith:

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
EUREKA	1851 (Feb. 9)	Jacob A. Westervelt, New York	1,041	171	36- 5	21- 6
Built for Chambers & Heiser, New York. Sold to N. L. & G. Griswold in 1859 for $25,000. Sold abroad in 1863 and condemned at Calcutta in June 1866, when fifteen and one-third years old.						
CHALLENGE	1851 (May 24)	William H. Webb, New York	2,006½	230- 6	43- 2	26
Dismasted and badly battered by terrific typhoon in China Seas, Sept. 17, 1859. Sold Hong Kong fall of 1860; later sold at Bombay to British and renamed GOLDEN CITY. Wrecked off French coast in 1876, when twenty-five years old.						
PANAMA (III)	1853 (Oct. 11)	Thomas Collyer, New York	1,139	192- 4 (over-all)	35- 7	19- 4
On passage from Bangkok to Pernambuco loaded with rice, put into Bahia Aug. 4, 1867, in distress and leaking badly. Cargo was discharged and ship condemned. She was sold for $2,000 to Argentine owners, who repaired her and operated the ship for many years between Buenos Aires and New York.						

The *Eureka,* acquired by N. L. & G. Griswold in June 1859 after she had been in service for eight and one-quarter years, was built for Chambers & Heiser, of New York, and was the first clipper ship built and owned by this firm. She was described by contemporaries as "a very sharp and handsome ship," and evidently much was expected of her in the realm of speed by her owners, but she did not come up to expectations. Howe and Matthews say that she appears to have been very unfortunate and not successful and is said never to have been a popular vessel in any trade. Capt. Benjamin F. Cutler, of Stonington, Conn., who during his career also commanded the fast clipper *Mary Whitridge* (978 tons) in the China trade and who was master of the *Eureka,* 1860-1861, asserted that the *Eureka* "was an uncommonly dull sailer for a clipper." Prior to the purchase of the *Eureka* by N. L. & G. Griswold in June 1859 for $25,000 (a low price for an eight-year-old clipper that had cost $60,000 and suffered no accident other than a partial dismasting on her maiden voyage), the ship made four westbound Cape Horn passages to California, which can be summarized as follows:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Claimed
No. 1	Auchincloss	Apr. 26, 1851	Oct. 17, 1851	174	Believed 139 at sea
Was partially dismasted and suffered damages; put into Valparaiso for repairs and made run from Valparaiso to San Francisco in 49 days. GAME COCK sailed Apr. 3, put into Rio de Janeiro damaged; arrived San Francisco 185 days out, 129 days net (also stated 128). WITCHCRAFT sailed Apr. 4, put into Rio for repairs; arrived San Francisco Aug. 11, 129 days out (claimed 108 sailing days; also stated 103 days net). N. B. PALMER sailed May 6; passage, 107 days (claimed 106). These were the only clipper ship sailings from Mar. 23 to May 7, 1851.					
No. 2	Welsh (or Welch)	June 22, 1852	Nov. 7, 1852	138	138
WITCH OF THE WAVE, sailing from Boston the same day, made a 119-day passage. The little Webb-built COHOTA (691 tons), built 1843, left Boston June 16 and made a 138-day passage. SOUTHERN CROSS sailed June 25 and made a 156-day passage, putting into Montevideo on fire; net claimed about 131 days. GREY HOUND sailed June 13; passage, 129 days.					

(Continued on next page)

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: Claimed
No. 3	Whipple	Oct. 4, 1853	Feb. 6, 1854	125	123
SAMUEL RUSSELL sailed Oct. 5; passage, 107 days (reported 106). PAMPERO sailed Oct. 9; passage, 108 days. MORNING LIGHT sailed Oct. 3; passage, 131 days. KINGFISHER sailed Oct. 3; passage, 114 days. BALD EAGLE sailed Oct. 2; passage, 115 days. NEPTUNE'S CAR sailed Oct. 15; passage, 117 days (also stated 116 and 115). These were all of the clipper ship sailings between Sept. 28 and Oct. 15.					
No. 5*	Canfield	Apr. 26, 1856	Aug. 26, 1856	122	120
COMPETITOR cleared Apr. 19; passage, 147 days (claimed 139 net). COEUR DE LION sailed Apr. 18; passage, 130 days. JOHN GILPIN cleared Apr. 28; passage, 147 days (claimed 139). POLYNESIA cleared Apr. 11; passage, 139 days (claimed 132). Both NORTH WIND and NEPTUNE'S FAVORITE cleared Apr. 8 and arrived July 31; passage, 114 days. NORTH WIND claimed 110 days; NEPTUNE'S FAVORITE, 113 days. These were all of the clipper ship sailings between Apr. 6 and Apr. 30.					

*Voyage No. 4 was from New York to China and return.

Continuing the voyages as mentioned, the *Eureka* made three of the transpacific passages from San Francisco to Hong Kong in 52 and 48 days and to Shanghai in 54 days, which was slow sailing for an extreme clipper. In 1853 (March 18-July 16), she ran from Manila to New York in 120 days; in the winter of 1851-1852, she ran from Hong Kong to New York in 101 days. In the summer of 1854, against the monsoon and at the worst time of the year to make a good passage, she left Whampoa May 8, cleared the Straits June 10, was off the Cape of Good Hope 29 days from Java Head, and crossed the equator 54 days from that point. She made the fastest passage of any ship sailing with or near her and reached New York August 25, 109 days from Whampoa and 76 days from Java Head.

The arrival of the *Eureka* in San Francisco on August 26, 1856, concluded a run of 120 days, pilot to pilot, her best westward Cape Horn passage. She was 26 days from Sandy Hook to the line and 24 days from the Pacific equator to the Golden Gate (i.e., 50 days sailing north of the equator); she was 10 days rounding Cape Horn, 29 days in the South Atlantic, and 31 days in the South Pacific above 50° S. (i.e., 70 days sailing south of the equator). The ship then sailed to Shanghai and remained for a time on the Pacific. In 1859, following her sale at New York to N. L. & G. Griswold, the *Eureka* went out to China, and on June 24, 1861, she reached San Francisco, under Capt. Benjamin F. Cutler, 46 days from Hong Kong. Leaving San Francisco August 10, 1861, she made a passage to Melbourne in 61 days. On April 10, 1863, the *Eureka* arrived at New York after a very long passage of 162 days from Macao (October 30, 1862), 89 days from Anjer (January 11), and 39 days from St. Helena. In December 1863, the *Eureka,* then a British ship with Captain Hale in command, was at Boston, Mass., loading for Melbourne, Australia. In June 1866, with Captain Hale still in charge of her, the ship was condemned at Calcutta and her cargo forwarded by the American medium clipper ship *Richard Busteed* of 662 tons, which had been built by Emery Sawyer at Quincy Point, Mass., in 1857.

The extreme clipper ship *Challenge,* the first "out-and-out" clipper to be built on the order of N. L. & G. Griswold, was an ambitious undertaking by both the owners and the builder, William H. Webb. The Griswolds had been so affected by the shipping boom, the unprecedented demand for floating tonnage and for speed, and the skyrocketing freight rates brought about by the discovery of gold in California that they, for once in their career, splurged and decided to build the largest and what they hoped would prove to be the fastest merchant ship afloat. The press announced that W. H. Webb, the noted shipbuilder, had received an order from N. L. & G. Griswold "to build a mammoth clipper ship, regardless of cost, that must be the best and it is hoped will prove to be the fastest sailing vessel in the world." In many respects, this ship was—as she left her builder's hands—the most "out-and-out" clipper, all things considered, ever built. She was described as "the magnificent *Challenge,* the largest and sharpest and the loftiest sparred merchantman afloat." Years later, writers referred to "the arresting beauty" and "queenly grace" of the *Challenge.* Cutler says that her model shows that, with the possible exception of the *Stag Hound,* Donald McKay's first extreme clipper (launched in Boston on December 7, 1850), the *Challenge* "had the sharpest entrance lines of any ship that had been built" and that "she was the loftiest clipper that ever sailed blue water, irrespective of size or period."

The *Challenge,* as a matter of fact, represented the extreme development of what may be called "the Griffiths theory of design." John Willis Griffiths, a draftsman in the employ of Smith & Dimon and a great publicist, had talked and written much on the modeling of fast sailing ships. A naval architect and a competent technician, he had lectured and written a book on the subject. In the early fifties, he became the editor of America's only marine publication. As the accredited designer of the *Rainbow* of 757 tons, built in 1844-1845, and the world-famous and historic *Sea Witch* of 908 tons, built in 1846 by Smith & Dimon (each for Howland & Aspinwall, New York), Griffiths gained a great reputation for a time. His theories influenced shipowners and shipbuilders and, surprising as it may seem, caused New York's greatest naval architect and shipbuilder, William H. Webb, to design the *Challenge* in August-September 1850 with the extremely hollow bow lines, large deadrise, finer after-body, and great spread of canvas as advocated by Griffiths. It is significant that two months before Webb drew his first lines in the design of N. L. & G. Griswold's "supreme clipper," Smith & Dimon launched its third and last real clipper, the *Mandarin* of 776 tons, and that in the design of this fast ship for Goodhue & Company, a prominent New York firm, the builder "threw overboard" Griffiths "extreme ideas of design" and abandoned the hollow bow of the *Sea Witch* and *Rainbow* and the excessive deadrise (which was traceable to frigates, privateers, illegitimate traders, and Baltimore clippers). Smith & Dimon reverted almost entirely to the more recent design of transatlantic packets—but lengthened and sharpened the lines —and to Capt. N. B. Palmer's China clipper packets, such as the *Samuel Russell.* That Smith & Dimon was actuated by rather sound fundamental ideas of design is evidenced by the fact that in 1853, on a run to San Francisco, the diminutive *Mandarin* (132 tons smaller than the little *Sea Witch*) beat the big crack Cape Horners *Hurricane* by one day, *Trade Wind* and *Comet* each by four days, and the *Flying Arrow* by nineteen days. The *Mandarin* ran from Shanghai to New York in 90 days and in the winter of 1855-1856 established an all-time world's record of 70 days between New York and Melbourne.

It is difficult to understand why Webb modeled and sparred the *Challenge* as he did, unless he was unduly influenced by the owners and their advisers or by Griffiths' propaganda. Four months before the *Challenge* was launched, Webb had put the *Gazelle* in the water and had publicly expressed himself as not liking her model for a merchant ship. He asserted that the vessel would, in his opinion, have been much improved if she had been given "less deadrise and a stronger midship section." In this case, Webb placed the entire responsibility for the fundamentals of design upon her owners, Taylor & Merrill, and specifically upon Robert L. Taylor and certain advisory sea captains, who had been immovable and adamant in their ideas. The *Gazelle,* as Webb forecast, proved to be a fast ship in the tropics, but not so good a sailer and sea boat in heavy weather and over the Cape Horn and other turbulent trade routes. (She is described in the Taylor & Merrill section and elsewhere.)

When the *Challenge* was being designed, an extremely capable young technical naval architect in Boston, Samuel Harte Pook, was watching his first clipper ship (and the first real clipper ship built in New England or outside of New York) take shape at the yard of her builder, Samuel Hall, of East Boston, Mass. This ship, the *Surprise* of 1,261 tons, was being built to the order of A. A. Low & Bro., New York, and she was launched October 5, 1850, at the time that Webb was preparing a berth for the laying of the keel of the *Challenge.* Pook ran into a lot of difficulty in putting over his ideas of model and sparring with both shipowners and shipbuilders, but in the building of the *Surprise,* the owners and their captain (Philip Dumaresq of the Kennebec River, Maine) supported their young designer, and the opinionated and self-assertive Massachusetts builder, "Sam" Hall, was made to follow the plans. As did Capt. N. B. Palmer, Pook introduced into his design of clipper ships certain important lessons learned from the sailing performances of packets in the transatlantic trade. The *Surprise* was built with 30 in. deadrise, whereas the *Challenge* was given 42 in. The *Surprise,* a record-breaker on her first passage, proved to be a great moneymaker as well as a fast sailer. In every respect, she was a reliable, sturdy, and successful as well as beautiful ship.

The building of the *Challenge* was given a great deal of publicity in the press, and even the London TIMES devoted much space to the description of the vessel that was being built in New York to be the finest, largest, and fastest merchant ship afloat. We are told that the *Challenge,* when launched May 24, 1851, was put into the water "in the presence of the largest number of people that such an occasion has ever called out." In William H. Webb's book reproducing the

lines of his more famous vessels are the plans of the *Challenge,* with this notation by the designer and builder:

An extreme clipper. Proved a good sea boat; very fast. She was a very beautiful ship and her reputation was such that when she was in the London dry dock to receive a suit of copper, the British Admiralty made application to take her model, which was granted. Draft when launched with all masts on end and all yards on board, two anchors and chains, was forward 12 ft. 5 in.; aft 12 ft. 11 in. Draft loaded 23 ft. This ship was originally fitted with too much sail at the dictation of her first commander. The lower masts and lower yards were subsequently reduced in lengths.

The model lines show a rather weak midship section, very pronounced deadrise, with practically no bilge but rounded almost from the garboard planking, a pronounced tumble home, very sharp bow water lines and run, and a moderate flare forward. She would have been a better ship if she had had a flatter floor, more body amidships, and more flare and abovewater buoyancy forward.

About the time that the *Challenge* was completed in June 1851, the following description of her was published in the Boston DAILY ATLAS under the caption, "The New Clipper Ship *Challenge,* of New York":

New York has long been famous on the ocean for the speed and beauty of her ships. Her central position as the great mart of American commerce, combined with the daring enterprise and more than princely liberality of her merchants have nursed and stimulated the genius of her mechanics; and hence, in every department of naval architecture, as well as other commercial pursuits, the capitalist can always find the genius and skill to give form and substance to his ideas. In no department of naval architecture has the desire to excel, to surpass, been more manifested than in the construction of clippers. No sooner had the short passages of the ships *Samuel Russell* and *Sea Witch* to San Francisco, demonstrated the advantages of clippers for that trade, than many of our enterprising merchants designed to build a class of ships that would surpass these in speed, as far as they surpassed other vessels. Ships of fifteen, sixteen, and as large as eighteen hundred tons, were called into existence in a few months, and still the desire to surpass had not abated. Determined to be first upon the "world of waters," Messrs. N. L. & G. Griswold, of New York, designed a ship to be named the *Challenge.* She was to be of 2000 tons register, of faultless beauty, matchless speed, and unquestionable strength; and Mr. Webb, the first of mechanics, was selected to build her. She is now afloat and rigged. The model and all the other details were left to the builder's skill, without reference to cost, the owners contracting only for the results. The *Challenge,* therefore, is the embodiment of her builder's idea of the perfect in naval architecture, and his reputation is thus practically pledged for her success. That nothing might be wanting on the part of the owners, they obtained the services of the first of sailors to command her. Capt. Robt. H. Waterman, whose name is associated with the shortest passages on record from China, superintended her construction and equipment, and to his skill as a sailor, without trenching upon the province of the builder, may be attributed her completeness aloft.—With a commander of such undoubted skill and daring, all that the *Challenge* can do she will be made to do.

She is 224 feet long on the keel, 240 feet 6 inches on deck, between perpendiculars, and 252 feet 6 inches from the chock over the bowsprit to the taffrail, and is the longest sailing ship in the world. She is 27 feet 7 inches longer between perpendiculars than the *Pennsylvania* line-of-battle-ship. The *Challenge's* extreme breadth of beam, which is forward of the centre, is 43 feet, breadth at the gunwales 41 feet; depth 25½ feet; her lines are concave forward and aft. A cord of 40 feet, drawn from the stem to the turn of the bow, shows the greatest concavity or hollow of the bow at the load line, to be 6 inches, and her run, from a cord of 20 feet in length, to be 7 inches. Below, of course, the lines are more concave, but along her sides they are boldly convex. There is not, strictly speaking, a straight line in her model. She has 42 inches deadrise at half-floor, 12 inches rounding of sides, and 3 feet sheer. Her sternpost is upright, and whole inclination or rake of her stem on deck, is about 12 feet.

The angles of her ends, and the rise of her floor show that she is the sharpest, as well as the longest sailing vessel in the world.

Her sheer is not sudden or marked by any peculiarity, but is truly graduated along her whole length, presenting an outline of perfect beauty. Her bow rises nobly, and although its lines are concave below, yet as they ascend they become gently modified, still preserving their angular form; and, on the rail, blend in perfect harmony with her general outline. . . . Her stern is elliptical, and slightly inclined aft, but is formed close to the rudder-case. Its outline at the moulding of the wale is apparently semi-circular, but as it rises it becomes clearly elliptical, to correspond with her outline on the rail. . . . She is sheathed with yellow metal up to 20 feet forward and 21 feet aft, and except the ornamental work, she is painted black up to the rail. Her sides are smooth as cabinet work, and every line and moulding is graduated to correspond with her sheer. End or broadside on, her appearance is truly beautiful; if cast in a mould she could not have been more perfect to the eye. . . .

A glance at the dimensions of her spars will show that she spreads a vast surface of canvas. With lower studdingsails set on both sides, the distance across from the outer leach of one studdingsail to that of the other will be over 160 feet. A single suit of her sails contains 12,780 yards of canvas—of course this includes studdingsails, staysails &c.

The material of her sails is Colt's cotton duck, made to order, 16 inches wide. The drop of her main sail in the bunt is 47 feet 3 inches, and on the leach 49 feet 6 inches; its length on the foot is 100 feet, and it is made of 1273 yards of canvas. Her sails are so cut that their leaches form a continuous line from the head earings of the skysails to the clews of the courses. Her running rigging is of selected Manila hemp, hand spun, and her blocks and every other detail are designed for strength and hard service, but are at the same time neatly finished.

Her appearance aloft is truly grand. Notwithstanding the vast length of her masts and yards, they are so substantial, and correctly proportioned, and the rigging which supports them, so neat and snug, that the eye wanders in vain above her rail, to detect an unseamanlike detail. To our eye she is as completely perfect aloft, as she is faultlessly beautiful below.

She is owned by Messrs. N. L. & G. Griswold, of New York, was built by Mr. Wm. H. Webb, and is commanded by Captain Robert H. Waterman. Like the knights of old, who threw their gauntlets down to all comers, her owners send her forth, *to challenge the world afloat!*

The dimensions of the masts and yards of the *Challenge* are stated herewith:

	Foremast	Mainmast	Mizzenmast
Length — lower mast	93 ft.	97 ft.	84 ft. 6 in.
" — topmast	52 ft.	54 ft.	42 ft. 9 in.
" — topgallant, royal, skysail, and pole	79 ft.	85 ft. 6 in.	66 ft. 6 in.
Total length of masts	224 ft.	236 ft. 6 in.	193 ft. 9 in.
Length of lower and top mastheads	25 ft. 3 in.	26 ft.	20 ft. 2 in.
Net length of masts	198 ft. 9 in.	210 ft. 6 in.	173 ft. 7 in.
Diameter of lower mast	34 in.	36 in.	29 in.
Length of lower yard	84 ft.	90 ft.	70 ft.
" " topsail yard	66 ft.	71 ft.	54 ft. 6 in.
" " topgallant yard	44 ft.	47 ft.	36 ft. 6 in.
" " royal yard	33 ft.	35 ft.	27 ft. 8 in.
" " skysail yard	22 ft.	23 ft.	18 ft.
Diameter of lower yard	22¾ in.	24 in.	17½ in.
Rake of masts per foot	1⅛ in.	1¼ in.	1½ in.

The bowsprit projected 30 ft. outboard and was 30 in. diameter; jib boom 40 ft. and 17 in. diameter and the flying jib boom 16 ft. The spanker boom was 60 ft. long, spanker gaff 40 ft. long; swinging (lower studdingsail) booms 60 ft. long, with all the other spars in proportion.

The extreme loftiness of the masts (and of the five yards that each mast carried) of the *Challenge* is evident from the comparison of the height of the mainmast of that ship of 2,006½ tons with the corresponding dimensions on three of Donald McKay's largest ships of 2,421 to 2,515 tons, or with about 25 per cent larger hulls:

	CHALLENGE	SOVEREIGN OF THE SEAS	CHAMPION OF THE SEAS	JAMES BAINES
Date of launching	May 24, 1851	June 1852	Apr. 19, 1854	July 25, 1854
Registered tonnage	2,006½	2,421	2,447	2,515
Beam	43 ft. 2 in.	44 ft. 7 in.	45 ft. 6 in.	44 ft. 9 in.
Total net length of mainmast	210 ft. 6 in.	191 ft. 9 in.	150 ft.	160 ft.
Length of main yard	90 ft.	90 ft.	95 ft.	100 ft.
Number of yards on each mast	5	4 — fore and mizzen 5 on main	4	4 — fore and mizzen 5 on main

Under these conditions, it is not surprising that W. H. Webb wrote of the *Challenge,* "The lower masts and lower yards were subsequently reduced in length." As a matter of fact, the masts and spars of the ship were cut down not once but on three different occasions, and one of the sail plans of the ship in existence today bears the notation, "After upper spars had been cut down eight feet."

It was said that the cost of construction of the *Challenge* was $150,000, or about $75 per registered ton, which was very high and, if correct, suggests an unwarranted extravagance in construction. Enoch Train & Company, of Boston, sold the new clipper ship *Flying Cloud* of 1,782 tons, "at a good profit to themselves," for $90,000, or about $50 per ton, or two-thirds of the stated cost per ton of the very expensive and big, yachtlike *Challenge*. (The *Flying Cloud* had been launched by Donald McKay thirty-nine days before the *Challenge* and was to sail on her maiden voyage forty-one days before the Webb-Griswold clipper.)

The Griswolds were so determined that their new big clipper should be "the world's fastest ship" and a record-breaker over the Cape Horn route to California on her initial voyage that, early in 1851, they importuned Capt. Robert H. Waterman to enter their employ, advise in regard to the spars, rigging and sails of the *Challenge,* supervise the finishing work on the ship, and then take the command of her on the maiden voyage from New York to San Francisco. At the age of forty-two years and after making a brilliant record with Howland & Aspinwall's *Natchez* and *Sea Witch,* he had retired from the sea in 1850 and settled in California. Captain Waterman was selected by the Griswolds as the outstanding available commander. It has been said, "Among the many able captains of his day, none stood higher than Captain Waterman in seamanship and the ability to drive his ship, but he had the reputation of being a hard man to sail under." A crew of sixty-four, consisting of fifty-six supposedly able seamen and eight boys, was signed up, and on July 13, 1851, the *Challenge* pulled away from her loading pier in New York with a freight list of $60,000 and a bonus of $10,000 promised by the owners to Captain Waterman if the ship should reach San Francisco in 90 days. The record between an East Coast port and the "Golden City of California" at the time of the sailing of the *Challenge* was 96 days and 15 hours from Sandy Hook Light to anchorage off Clark's Point, San Francisco Bay, made by the Pook-designed clipper *Surprise* of 1,261 tons on her arrival at San Francisco March 19, 1851—116 days (roughly four months) before the *Challenge* cast off her mooring lines and proceeded seaward in New York Harbor and 75 days before the new *Flying Cloud,* which was to lower the record for a westbound Cape Horn passage to California to 90 days (claimed 89 days 21½ hours), passed through the Golden Gate. It is said that Captain Waterman started on his voyage in the *Challenge* "with every hope of making a record passage and of winning the promised bonus." There seems to have been little doubt felt not only in New York but also by the marine fraternity in general that the *Challenge* would mark up a record on her maiden passage that would be exceedingly difficult for any ship to beat for years to come. The *Challenge* and Waterman, it was freely expressed even by ardent rivals, represented a seemingly unbeatable combination. The only ships sailing from East Coast ports during May, June, and July of 1851 that it was felt would give the *Challenge* any appreciable competition were the *Witch of the Wave,* Capt. J. Hardy Millet (1,498 tons; built by George Raynes, Portsmouth, N.H.), which sailed from Boston May 20; the *Flying Cloud,* Capt. Josiah P. Creesy (1,782 tons; built by Donald McKay), which sailed from New York June 2; and the *Telegraph,* Capt. Kimball Harlow (1,069 tons; built by J. O. Curtis, Medford, Mass.), which had left New York on July 11, or two days before the *Challenge* left her dock.

Because there was so much at stake on the outcome of this initial passage of the *Challenge,* it seems amazing that Captain Waterman should pay no attention to the quality of the crew that was being signed for the voyage. Captain Creesy on the *Flying Cloud* had given, as was his habit, a lot of personal attention to the rounding-up of a good, competent crew; but Captain Waterman knew nothing about the quality, experience, or capabilities of the men in the forecastle until, leaving New York Harbor, he found that they could not understand his orders and could not have carried them out if they had. In addition to the fact that fifty-four of the fifty-six supposedly able seamen were foreigners, only six of them had ever steered a ship, and twenty-eight were not sailormen at all but merely adventurers who had taken this means of getting to the California gold mines. It was said that Captain Waterman's crew was made up of "the jail sweepings of the Atlantic ports," but the record of mutinies about this time on American ships indicates that many of the crews were made up of poor characters and incompetent adventurers, who wanted by hook or crook to get to the gold fields, with only a sprinkling of able seamen and real "tars" or "shellbacks." The building of hundreds of new clippers had called for more men than the available supply of experienced seamen; moreover, the lure of gold had been draining the seaports of the world of thousands of able seamen who would ship to San Francisco, desert their vessel, and

stay in California to seek their fortune. On the smaller ships, the situation in regard to the incompetency of the crew in general was not so very serious, for a few good sailors could handle matters. In "a huge, tremendously oversparred clipper" like the *Challenge,* which was sailing admittedly—and with a lot of ballyhoo—to make a speed record, the conditions were more than serious; they were tragic. We read that the *Flying Cloud,* preceding the *Challenge* in her sailing from New York to California by six weeks, was "ably sailed and nobly manned by a cursing, competent crew." However, Captain Creesy was a very particular and farsighted man as well as a driver and strict disciplinarian, and he had taken his time and hand-picked his crew not for their moral character but for their experience and capability.

Waterman in the *Challenge,* because of his own negligence in not scheming and bartering during the weeks before he sailed—as did Creesy—to get together a competent crew, put to sea with a mere handful of "old salts." It seems strange that when Waterman sensed the caliber of his crew while going down the bay or, in any event, while leaving port, he did not go back and get another crew of competent sailors; but Capt. "Bob" Waterman was evidently too proud a man either to admit having made a mistake or, by his return, show that he—an experienced man in driving and terrorizing incompetent and mutinous crews—felt doubtful of his ability to handle the situation. Moreover, the men had drawn their pay for three months in advance, and the owners could have been expected to object to this loss and also rebel at the loss of time associated with a return to port and the obtaining of a more competent crew. It was also said that the payment of Waterman's bonus was contingent upon a passing of his ship through the Golden Gate either on or before October 11, 1851, and any return to port would most probably have ruined all possibility of Waterman's earning a very substantial sum. Capt. Arthur H. Clark has said that Waterman did not learn of the caliber of his crew until the *Challenge* was clear of Sandy Hook and the pilot had been dropped. If Captain Waterman had been attentive to his duties and only superficially observant, this does not seem possible, but Captain Clark, an experienced commander, has written in THE CLIPPER SHIP ERA: "She had on this voyage a large but very poor crew—incompetent and mutinous—indeed, some of them were among the most desperate characters that ever sailed out of the port of New York. It was only after the ship had passed Sandy Hook and the pilot had been discharged that Captain Waterman began fully to realize what a gang of ruffians he had to deal with." We are also told that, after giving some orders to his chief officer, Captain Waterman called all hands aft and talked to them fairly but with vigor. The ship, he said, was new and comfortable, and the food would be good with plenty of it; but when work had to be done, the men must obey their officers' orders willingly and quickly, and he hoped none of them had brought spirits or weapons on board. While Waterman harangued the men, the mates, carpenter, boatswain, and sailmaker were breaking open the men's chests and boxes, rummaging through bags, and collecting all liquor, pistols, knives, etc., which they proceeded to throw overboard.

The *Challenge* had light and moderate winds throughout practically the entire passage excepting a succession of westerly gales, which she bucked for twelve days off Cape Horn. It was said that with the wretched crew aboard, there was no real opportunity to test the ship's speed, but on one day she did cover 336 miles and show for twenty-four consecutive hours, with the wind abeam and skysails set, an average speed of 14 knots and a maximum spurt speed by log of 16 knots. She was 55 days from Sandy Hook to Cape Horn and thence 34 days to the Pacific equator. She crossed the line 89 days out and made the run in the North Pacific in 19 days, which was as fast as the record-breaking *Flying Cloud*—sailing before her—had made this run. The *Challenge* reached San Francisco on October 29, 1851, after a passage of 108 days from New York or 106 days from the time that the ship actually put to sea and started from a point off Sandy Hook according to the statements of Captain Waterman and his officers. They affirmed that whereas the *Challenge* dropped down from New York on the 13th of July, the ship anchored at the southwest spit and, with a strong easterly wind blowing and an incompetent crew, remained there for two days, when the wind shifted to the west.

Prior to the sailing of the *Challenge* from New York on July 13, 1851, twenty-three clipper ships had cleared East Coast United States ports for California since January 1 (or, as a matter of fact, since December 15, 1850, on which date the Baltimore clipper *Sea Nymph* sailed from New York and made a passage of 157 days to California). Notwithstanding the fact that these vessels were all sharp-lined and loftily sparred and twenty of them had been built primarily for

speed, the average length of the westbound Cape Horn passages of these twenty-three clippers was 139 days. Only one of the runs was superior to that made by the *Challenge,* and that was the historic record passage of 90 days made by the *Flying Cloud.* Only one other equaled the good run of the *Challenge,* and that was the passage of the fast *N. B. Palmer* of 107 days elapsed time and 106 days from Sandy Hook to the Golden Gate. Three of the clippers that had cleared from two to thirteen days before the *Challenge* reached San Francisco from seventeen to twenty days after her. An analysis of the twenty-three clipper ship passages commencing at Atlantic ports in 1851 prior to the clearance of the *Challenge* on July 13 gives the following statistics in regard to the length of these passages, port to port:

Length of Passages	Number of Passages	Within This Range		Length of Passages	Number of Passages	Within This Range	
		Fastest	Slowest			Fastest	Slowest
113 days or less	2	90	107	150 to 159 days	1	159	159
114 to 119 days	1	114	114	160 to 169 days	1	160	160
120 to 129 days	6	123	129	170 to 179 days	1	174	174
130 to 139 days	6	131	139	180 to 199 days	1	185	185
140 to 149 days	3	141	145	Over 200 days	1	218	218

The passage of the *Challenge* of 108 days elapsed time (clearance to entry) and 106 days sea time (off Sandy Hook to the Golden Gate and San Francisco Bay) shows up very favorably when compared with the statistics of the completed passages of all previous sailings. It is also interesting to note that there were only five October arrivals at San Francisco. The four vessels other than the *Challenge* completed extremely long passages, which averaged 184 days (*Game Cock,* October 5, 185 days; *Joshua Bates,* October 16, 218 days; *Eureka,* October 17, 174 days; and *Mermaid,* October 18, 159 days). The arrival following that of the *Challenge* on October 29 was the *Telegraph* on November 15 after a passage of 127 days (claimed 125 days at sea). The following comparative statement shows the sailing performance to California of all the eight clipper ships that cleared East Coast United States ports between June 3 and September 4, 1851, inclusive—a period of ninety-four days:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1851	Length of Passage in Days	
			Port	Date 1851		Elapsed Time	Claimed
SYREN; 1851; 1,064	Silsbee	John Taylor, Medford, Mass.	Boston	June 30	Nov. 18	141	141
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, New York	New York	July 10	Nov. 18	131	131
TELEGRAPH; 1851; 1,069	Harlow	J. O. Curtis, Medford, Mass.	New York	July 11	Nov. 15	127	125
CHALLENGE; 1851; 2,006½	Waterman	W. H. Webb, New York	New York	July 13 (sailing delayed until July 15)	Oct. 29	108 or 106	106
SEA WITCH; 1846; 908	Fraser	Smith & Dimon, New York	New York	Aug. 1 (also stated Aug. 2 and 110 days)	Nov. 20	111	111
TYPHOON; 1851; 1,611	Salter	Fernald & Pettigrew, Portsmouth, N.H.	New York	Aug. 2	Nov. 18	108	108
RAVEN; 1851; 712	Henry	James M. Hood, Somerset, Mass.	Boston	Aug. 5	Nov. 19	106	106
HORNET; 1851; 1,427	Lawrence	Westervelt & Mackey, New York	New York	Aug. 21	Jan. 23, 1852	155	155

An examination of the sailing records of clipper ships sailing westward to California from eastern ports during the month of July for the entire clipper ship period of twelve years, 1849-1860 inclusive, gives the following comparison of the average and shortest length of passages. (Editor's note: The *Celestial* is credited elsewhere with clearing New York on July 15, starting down the bay on the 16th, and sailing from Sandy Hook on July 17, 1850. She is reported as anchored off San Francisco on October 30—105 days out.)

Year	Sailings in July	Average Passage in Days	Shortest Passage: Name of Clipper	Shortest Passage: In Days
1849	None	—	—	—
1850	4	133	CELESTIAL	108 (105)
1851	3	121	CHALLENGE	106
1852	12	136	MERMAID	109 (108)
1853	9	145	CONTEST	110
1854	10	149	YOUNG AMERICA	110
1855	7	129	HORNET	115
1856	8	152	BALD EAGLE	120
1857	8	144	EMPRESS OF THE SEAS	125 (124)
1858	5	137	GOLDEN FLEECE	114
1859	2	147	GOLDEN FLEECE	121
1860	4	137	SOUTHERN CROSS	132

Considering the caliber of the crew, the sailing conditions encountered, and the sparring of the ship, the *Challenge* made an excellent passage of 106 days at sea from a point outside New York Harbor to anchorage in San Francisco Bay and 108 days from dock to dock. If there had not been so much publicity in regard to the ship and expectations of her speed and if the *Flying Cloud,* sailing six weeks before her, had not beaten the Griswold ship by sixteen days on the passage, then the run of the *Challenge* would probably have been proclaimed by the marine fraternity as a reasonably good sailing performance under the circumstances. However, the Griswolds and their friends had confidently expected and boasted too much, and Captain Waterman had been negligent with respect to getting a crew together and then unfortunate in regard to the sailing conditions encountered. The Griswolds and their backers openly admitted a bitter disappointment in "Waterman's slow passage in the *Challenge,*" a ship in which, it was declared, the owners "had sunk a fortune." Why the passage of the *Challenge* was branded by the contemporary marine authorities as a poor one and "a surprisingly slow run," it is difficult to understand beyond the scope of the vicious reaction to foolish propaganda. It was admittedly a disappointing sailing performance when compared with anticipations; nevertheless, history reveals that it was an excellent passage considering the season of the year. Cutler says, "It appears to have been beaten only once by a ship sailing from the East in July." Aside from the trouble with the crew and the dramatic reactions that followed, Waterman was chagrined at losing his bonus and humiliated, following his splendid record at sea, because of his emerging from retirement to become identified with a failure. The Griswolds did not act like good sports or even experienced shipowners in the matter, and when Captain Waterman got in trouble in California because of his alleged inhumanity and abuse of the crew, N. L. & G. Griswold did not lift a hand to help him. (Further details of this voyage are given in Volume IV in the section on the officers and crews of American deep-sea square-riggers.) After a full official investigation of the charges made against Captain Waterman in San Francisco, he was not only exonerated of all blame for the deaths and illness of the men aboard the *Challenge* but also, in the findings, commended for his skill and courage in bringing his vessel safely into San Francisco "without the loss of a spar, sail or piece of rigging." Capt. Arthur H. Clark, commenting on this matter, says:

> It is therefore humiliating to record that neither the owners of the *Challenge* nor their underwriters, for both of whom Captain Waterman had saved thousands of dollars, ever had the courtesy to make the slightest acknowledgment of his services, although they were well aware of their obligation in this matter. It is, however, some consolation to know that he asked and needed nothing at their hands.

Captain Waterman had had no intention of continuing in the *Challenge* beyond San Francisco, and Capt. John Land was on hand when the ship reached port to relieve him of his command. The disappointing maiden voyage of the vessel, with the scandal associated therewith and the unprecedented experience that the ship, her master and officers, agents and owners were subjected to following her arrival at San Francisco, caused the new and handsome big clipper to go under a shadow and be blackened in reputation. She was the "Hell ship" during the close of 1851 and, furthermore, could no longer be described as "the fastest, largest and longest merchant ship afloat." The *Flying Cloud,* with an arrival at San Francisco on August 31, 1851, completing a 90-day Cape Horn westward passage, was the accredited queen of all clippers and the acknowledged "Greyhound of the Seas" and "the fastest ship in the world." The *Trade Wind,* launched by Jacob

Bell, New York, on August 12, 1851, eighty days after the *Challenge* was put into the water by William H. Webb (and thirty days after the Griswold ship had sailed from New York), had displaced the *Challenge* as the largest and longest merchantman afloat, for the *Trade Wind* registered 2,045 tons as against the *Challenge's* 2,006½ tons and was 245 ft. 6 in. long as against 230 ft. 6 in. Moreover, the *Trade Wind* was at sea and making a passage from New York to San Francisco when the *Challenge* arrived at San Francisco. The beautiful big ship was not only eclipsed but also stripped of practically all her Griswold, Webb, and Waterman ballyhooed "glory." The mutiny and deaths on board and the attempted lynching and mob actions ashore had given the ship such a bad reputation that she was shunned. Capt. John Land, an able commander, highly respected by the shipping fraternity, had extreme difficulty in getting a sizable crew together to go on the ship to China, but he finally secured forty men instead of the fifty-six desired by paying $200 advance money to each sailor when he signed on. The ship started out unlucky under Captain Land, for the new crew proved to be "a tough and mutinous lot," and the *Challenge* required 54 days to make the run from San Francisco to Hong Kong. When she arrived at that port, Captain Land was compelled to ask for outside help, and a file of marines was sent aboard "to bring the crew to reason." After this tedious westbound transpacific run, the ship turned back to San Francisco and at once commenced to show her real quality as a sailer. With 553 Chinese coolies aboard, the *Challenge* dropped her pilot clear of Hong Kong March 20, 1852, and arrived at San Francisco April 22 after a record run between the ports of 33 days. The ship traveled eastward across the Pacific from a point opposite the coast of Japan to the Golden Gate in 18 days—an all-time record approached only by the fast run of the American clipper *Golden West* (1,441 tons), which in the summer of 1856 (May 13-June 2) made the passage from the coast of Japan to San Francisco in 20 days. On this run, the *Challenge* covered 360 nautical miles in 23½ hours, which is equivalent to 368 miles for twenty-four hours and 15.32 knots. During this period, the ship averaged nearly 16 knots for a watch and showed a spurt speed of 17 knots—which is very fast sailing.

After a stay of only one week in port, Captain Land again took the ship out from San Francisco to Hong Kong, and this time the *Challenge* did some magnificent sailing. In 8 days flat, she was at Honolulu and in 23 days out from the Golden Gate was only 400 miles from Hong Kong. If the winds had held, she would have made a westbound Pacific crossing in the almost unbelievable time of 26 days. (The record is 32 days to Shanghai and 36 days on the longer run to Hong Kong.) That the sailing of the *Challenge* on this Pacific passage was extraordinary is attested by the fact that the next three reported fast runs between the Golden Gate and Honolulu were as follows:

Name of Clipper	Captain	Tonnage	Sailed from San Francisco	Arrived at Honolulu	Length of Passage		
					Elapsed	Claimed	
					Days	Days	Hours
FLYING CLOUD	Josiah P. Creesy	1,782	Sept. 26, 1852	Oct. 5, 1852	9	8	8½
HURRICANE	Samuel Very, Jr.	1,608	Sept. 20, 1854	Sept. 30, 1854	10	9	18
FLYING EAGLE	Bates	1,094	July 9, 1858	July 19, 1858	10	9	22

Although a less spectacular "driver" than Waterman or Creesy (of the *Flying Cloud*), Captain Land was a very competent navigator and resourceful, courageous commander and was capable of getting speed out of a ship if she had it in her and the elements—wind and sea—gave him "a good break." It is extremely doubtful as to whether Waterman or Creesy could have made a shorter passage than Land, conditions being equal. In two runs across the Pacific, he proved that he knew how to get the best out of the *Challenge*. After Captain Land had driven the ship to an all-time sailing record never approached by any other ship in the Pacific latitudes, for which her model and rig were particularly well suited, it was calamitous that he should die at Hong Kong and not have an opportunity to demonstrate the real quality of the *Challenge* on a tea run from China to London. First Mate Pitts of the *Witchcraft* (1,310 tons) was given command of the *Challenge*. On the passage to England, the Griswold clipper eclipsed by a good margin the time of every ship leaving a China port during the summer of 1852. However, it was felt that if Captain Land had been in charge of the ship, his peculiar knowledge of conditions and extensive experience in the China Sea would have resulted in an even faster passage. The *Challenge* sailed

from Whampoa August 5, 1852, and Pitts took 39 days to reach Anjer. However, leaving Anjer, the ship did some splendid sailing in the Indian and Atlantic Oceans and made a passage of only 65 days to Deal (London), where she arrived November 18, 1852, 105 days out from Whampoa. The *Challenge* was detained at Gravesend three days because of her size and deep draft, and she was unable to get to the dock in London until November 22 (four days after reaching Deal and three days after anchoring at Gravesend). While she was waiting for a high tide and some lightering at Gravesend, "Dicky" Green's much advertised new British clipper *Challenger* passed by and entered in at London on November 19 and, incidentally, claimed a victory over the American ship in a claimed "race" from China and Anjer to England. The record of the *Challenge* in the British China trade and in the Manila trade is given in Volume IV. The "imaginary race" between the *Challenge* and the British *Challenger* (699 tons; built in 1852) is covered under the caption, "The New British Clipper *Challenger* Reports Racing the American Clipper *Challenge* in 1852" (pages 2180-2184).

The *Challenge* cleared New York September 4, 1854, and commenced her second voyage with a westbound Cape Horn passage to California three years one month and twenty-two days after she had left the dock on her maiden voyage. She was under the command of Capt. John Kenney, who had been master of the *Richard Alsop,* a pre-clipper of 836 tons, built at Bath, Maine, in 1847 for N. L. & G. Griswold. The ship experienced sailing and weather conditions throughout the passage that were unfavorable for a fast run. She was 20 days off Cape Horn and reached the Farallones (the pilot grounds) 114 days from Sandy Hook. She made a fine run of 16 days from the Pacific equator to the Farallones, where she was detained by fog and had to haul off on December 20 and again head for sea until it cleared. The ship anchored in San Francisco Bay on January 2, 1855, after a passage of 120 days (clearance to entry), 118 days at sea, and 114 days on her course.

The following table gives a record of all the seven clipper ships and their sailing performances on westbound Cape Horn passages to California with clearances from East Coast United States ports during the fifty-three-day period August 18-October 10, 1854, inclusive:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1855	Length of Passage in Days	
			Port	Date 1854		Elapsed Time	Claimed
ANTELOPE; 1852; 1,186	Mooers	Perrine, Patterson & Stack, New York	New York	Aug. 18	Jan. 2	137	135
OSBORN HOWES; 1854; 1,100	Kelley	Hayden & Cudworth, Medford, Mass.	Boston	Aug. 23	Jan. 21	151	151
HORNET; 1851; 1,427	Benson	Westervelt & Mackey, New York	Philadelphia	Aug. 27	Jan. 9	135	126
CHALLENGE; 1851; 2,006½	Kenney	W. H. Webb, New York	New York	Sept. 4	Jan. 2	120 (114 days to the Farallones)	118
WILD PIGEON; 1851; 996	Hanson	George Raynes, Portsmouth, N.H.	New York	Sept. 17	Jan. 29	134	134 (also reported 139)
FLYING FISH; 1851; 1,505	Adams	Donald McKay, East Boston	Boston	Sept. 20	Jan. 10	112	109
WILD RANGER; 1853; 1,044	Sears	J. O. Curtis, Medford, Mass.	New York	Sept. 22	Jan. 26	126	125

The fast clipper bark JANE FALKENBERG arrived at San Francisco Jan. 2, 1855, and reported a passage of 118 days from Boston.

Capt. Samuel A. Fabens cleared New York July 17, 1858, on the last Cape Horn run of the *Challenge.* She ran from the Atlantic to the Pacific equator in 55 days, but in the Northern Hemisphere she encountered very light winds, which operated to lengthen what would otherwise have been a very fast passage to a fairly good run of 118 days, clearance to entry, and a claimed 114 days, pilot to pilot. The *Challenge* arrived at San Francisco on November 12, 1858, and of forty-four clipper ships sailing from eastern ports during the approximate six-month period May 26-November 21 inclusive, only one ship beat the 114 days of the *Challenge.* That was the *Golden Fleece II,* which sailed a week behind her and claimed a 112-day sea passage (114 days, clearance to entry).

The following table gives a record of the seven clipper ship passages to San Francisco from East Coast United States ports with departures between June 25 and August 5, 1858—a period of forty-two days:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1858		Elapsed Time	Claimed
EAGLE WING; 1853; 1,174	Worth	J. O. Curtis, Medford, Mass.	New York	June 30	Nov. 10, 1858	133	131
SILVER STAR; 1856; 1,195	Wade	J. O. Curtis, Medford, Mass.	New York	July 4	Nov. 21, 1858	140	140 (also reported 149)
CHALLENGE; 1851; 2,006½	Fabens	W. H. Webb, New York	New York	July 17	Nov. 12, 1858	118	114 (also reported 116)
GOLDEN FLEECE (II); 1855; 1,535	Manson	Paul Curtis, East Boston	Boston	July 24	Nov. 15, 1858	114	112
RAMBLER; 1854; 1,119	Lothrop	Hayden & Cudworth, Medford, Mass.	New York	July 27	Jan. 17, 1859	174	173
HENRY BRIGHAM; 1851; 1,069	Young or Dow	J. O. Curtis, Medford, Mass.	New York	July 27	Dec. 6, 1858	132	131

The INDIAMAN of 1,165 tons reached San Francisco Nov. 17, 1858, after a passage of 140 days from Boston, and the WANDERING JEW arrived Jan. 17, 1859, 167 days out from New York (claimed passage of 163 days).

At the close of 1860, the *Challenge* was sold to Captain Haskell "as she lay" for $9,350 and was put in service at a minimum of expense. The Griswolds had laid her up and declined to make the repairs needed to refit and recondition the ship thoroughly. The *Challenge* reached San Francisco on June 13, 1861, 51 days from Hong Kong and with a crew of orientals aboard. Returning to Hong Kong, with Captain Thorndike in command, she sailed from that port in October and arrived at Bombay, leaking badly, on December 21, 1861. The *Challenge* again changed hands at Bombay, being purchased by Thomas Hunt & Company. Her British owners docked her, made what they considered necessary repairs, renamed her *Golden City,* and put Captain Hendee in charge. The ship was operated under this ownership and management for several years and was employed in the China and India trade (hailing port, Hong Kong). Operated with a Lascar crew and with great economy and a minimum of maintenance expense, the ship, nevertheless, made fast passages. Among a more mediocre class of sailing vessels, she was outstanding for both speed and beauty. She was purchased in London in 1866 by Wilson & Company, of South Shields, England. On May 17, 1892, Capt. Joseph Wilson penned a letter from Sunderland, from which the following extracts are taken:

I bought the *Golden City* in 1866, in London, during a sort of monetary panic. Happening to have some business on board a Calcutta ship in the East India Dock, I passed over the deck of this ship, and observed what a magnificent main deck she had. I was informed by the ship-keeper that she had to be sold by auction. This man had been employed on my own ships and knew me, showed me all over her. I saw that she was opened out for the emigration inspectors and had just come out of dock, passed and ready for emigrants. . . . I walked down at six o'clock the next morning with a couple of wax candles in my pocket and a sort of instrument for constitutional purposes; found all sound and good, and at 10 o'clock I bought the vessel, intending her for 2nd class work. On arrival at Shields, cut listings out of her to the water line. The frame I found to be as sound as when built and firmly cross-braced by iron diagonal strips. A lot of blocks and other things were found on overhauling her with the name *Challenge* on them. I looked up Lloyd's and found that that ship had been classed in the book, and after some little bother got all unravelled and proved that this was the same old American clipper *Challenge,* and consequently entitled to classification on survey. On examination, all was right but the fastening of the outside plank, which was only spiked on. . . . I re-renailed her throughout and extra bolted her; shortened upper spars and sent her to sea.

She did very well first voyage; was difficult to keep in trim, but made a good run home. I recollect seeing her log from New Orleans; there were several days with over 300 miles. I then sent her to India, and she was principally employed in the Bombay and Java trades. She ran out to Bombay in 71 days; thence to Rangoon was 11 days. She made very good passages. . . . On a wind, going clean full, or all sails drawing, she was hard to beat; she was a dangerous ship to stay, that is, in a strong

wind and sea, and that was eventually the cause of her loss. Though to look at, in every way of a very handsome appearance both in hull and rig, no handsomer to be seen, yet in detail there were serious errors. The principal error was a hollow water-line; this was such a mistake; a good-sized pilot coble, in trying to get alongside in perfectly smooth water with ship towing only 7 knots, was upset by the curl of the wave caused by this hollow; a sea of 3 feet was always curling up between the stem and the fore rigging when going fast, and in ballast especially this effectually stopped her from being the very fastest vessel afloat. She was very stiff and rolled with a heavy cargo, but on the whole did her work well. . . . She was lost . . . in consequence of her bad propensity in staying. She came up well enough, head to the wind, off Scilly; got stern way; she came around but twisted off her rudder and reached over to the French coast, where she got among the islands off Ushant. The crew left her and a French gunboat got hold of her, and a lot of wooden-shoed and wooden-headed fishermen, and instead of towing the ship stern foremost took her by the bow, when she took a shear and went on a reef of rocks. Being so sharp on the bottom she upset and broke up off Aberbrache. This was the end of her, winding up with a loss of over £10,000 to me.

Captain Wilson's statements are typically British, but they indicate that, after fifteen years of sea service and about ten to twelve years of neglect and abuse, the hull of the *Challenge* was in splendid physical condition. This speaks well for the quality of her construction and refutes the statements made by British marine historians that American clippers were "softwood ships," which soon became water-soaked and badly strained from driving and had a sea life under canvas of only a few years. Wilson's comment about fastening refers to the prejudice of British builders and British Lloyd's against the American standard practice, which proved eminently satisfactory for a century or more. It was accepted by British Lloyd's when Britain needed American-built ships, but was rejected by the same body as not up to its requirements when it became politically and economically advisable for the British nation to put up bars and discourage the acquisition of American-built ships by British owners. As Wilson says that the *Challenge* had been accepted and classed by Lloyd's and under her new name of *Golden City* had been operating under the British flag for years, why was it necessary to refasten the ship in order to obtain a classification? Surely the ship had not been in service for British owners for several years without carrying insurance. After refastening and obtaining, evidently, a good classification, which would mean reasonably low insurance premiums, why should the loss of the *Golden City* (ex-*Challenge*), if the ship and her cargo were fully insured at the time, have resulted in a loss to the owner of £10,000?

The model of the *Challenge* represented Webb's ideas of 1850 and shows the result of Griffiths' influence and the theories in effect at the time. The ship, as before stated, had hollow forward water lines and a big deadrise. Webb, in his later clippers, improved his model, got away from Griffiths' ideas, and followed more nearly the theories practically demonstrated by Capt. "Nat" Palmer and Samuel H. Pook. However, the features criticized in the model of the *Challenge* were used in the design of British tea clippers as long as they were built, and British frigates built for speed always carried a weaker midship section and more deadrise than the *Challenge*. When in 1854 prejudiced British shipbuilders, for selfish and "patriotic" reasons, criticized the *Lightning*, built by Donald McKay for James Baines & Company, they concentrated on the denunciation of the ship's hollow bow lines and came near to ruining the vessel by filling in this hollowness with chocks of wood either bolted or spiked to the ship's planking. The seas washed away the Britishers' "improvements," and without the "advantages" of them the *Lightning* established sailing records that were never approached by any British-designed or built vessel throughout the entire history of sail. The *Lightning* had a 16-in. hollowness, or concavity, to her load water line, the *Challenge* 6 in.; yet we are told by contemporaries that the *Lightning* "cut through the water clean and at a high rate of speed made very little fuss and disturbance and a surprisingly small bow wave." Wilson's comment on the wave caused by the hollow of the bow of the *Challenge* betrays both prejudice and ignorance. Later, Britain's finest steamships, modeled after tank experiments, showed a pronounced hollowness of forward water lines, and some of the British designers went to an extreme in this direction.

Wilson admits that he bought the *Golden City* (ex-*Challenge*) for "2nd class work." He acquired her for the proverbial "song," and whereas he spent some money in repairing her, it is doubtful as to whether the major part of it, which covered the cost of refastening, did the ship any good. Wilson ran the *Challenge* cheaply with a Lascar crew and mediocre officers. After the spars and sail spread had been cut down three times by previous owners, he "shortened upper spars"; yet the ship, while owned by Wilson & Company, made some very fast runs and often

sailed over 300 nautical miles a day over courses not noted for heavy winds. Wilson admits that in this ship, cut down and to a great degree neglected and abused, with a Lascar crew and very ordinary seamen in command, he had something that came close to being "the very fastest vessel afloat," and he affirms that there was no handsomer ship, "both in hull and rig," to be seen on the Seven Seas.

On a voyage from England to Java in 1875, in a heavy gale south of the Cape of Good Hope, the *Golden City* suffered her only serious misfortune during the ten years that she was owned and operated by Wilson. We are told that, when running before the gale "and going 12 or 13 knots an hour, a sea broke over the quarter of the vessel, swept seven men off the main deck, killed the captain on top of the house and took away the wheel and officers' houses with all the officers but the third mate." Everything above deck aft toward midships was evidently pretty well smashed up, but Wilson wrote, "The ship herself made no water and arrived at her destination." Possibly the third mate, who took the ship in after this distressing experience, might have made a better skipper than the master, who may have lost his life as a result of his own poor judgment. The *Golden City* was wrecked off the French coast in 1876 as described in Capt. Joseph Wilson's letter. At the time, the ship was twenty-five years old and evidently in good physical condition. However, the type of men commanding and operating her was very different from the Waterman and Land of the early fifties or even from the less brilliant but, nevertheless, competent Kenney of the late fifties.

The *Challenge* was a great ship and, under certain conditions of wind, sea, and weather, one of the world's fastest sailing vessels notwithstanding the fact that most of her sea life was spent either in degenerate trade as a filthy coolie ship (or semi-slaver) or in jitney pickup trade in the Pacific and Indian Oceans and that she was operated with an oriental crew after 1860 and subjected to all kinds of neglect, abuse, and humiliation. It is deeply to be regretted that (1) her owners "soured" on her and expressed their feelings so positively following her maiden passage and (2) Capt. "Bob" Waterman did not interest himself in getting together a competent crew for her first voyage. If the ship had been owned by less egotistical and sensitive owners and by better sportsmen than the Griswolds, in this one instance, proved themselves to be and if Captain Waterman had been as keenly interested in obtaining a crew of experienced seamen for his ship as was Captain Creesy of the *Flying Cloud* on all his voyages, the *Challenge* would have "got away to a different start" and, instead of being hoodooed, would have sailed and gained brilliant honors under expert and sympathetic command and ownership. As it was, under the venerable Capt. John Land and even under the inexperienced and mediocre Captain Pitts, the *Challenge* marked up sailing records on the Pacific, Indian, and Atlantic Oceans that stand to this day.

The third ship to be named *Panama* and owned by N. L. & G. Griswold was built to the firm's order and launched from the yard of Thomas Collyer, New York, on October 11, 1853. This was the second and last clipper ship built by the Griswolds. The *Panama III* was an extreme clipper with sharp lines below water, but she had convex lines and buoyancy above with a good, flaring bow. That she was of a sharp model is evidenced by the fact that, whereas her registered tonnage, old measurement, was 1,139 tons, by the new rules of measurement (based on actual cubical volume of hull) it was only 867 tons, or 76.1 per cent of the old. The registered tonnage, old measurement, was 1.314 times that of the new, whereas the average of seventy-two American clipper ships measured by both the old and new rules was only 1.185. The actual capacity for measurement freight was stated as 1,450 tons (of 40 cubic feet), but the deadweight that the ship could carry was somewhat less than her original registered tonnage, or about 1,050 to 1,100 tons.

The *Panama* was one of several ships that was claimed by her officers, owners, or agents to be the "fastest sailing vessel in the world." On one occasion, when at the loading berth in San Francisco, her agents boldly advertised her as "the fastest ship afloat." Howe and Matthews, in AMERICAN CLIPPER SHIPS, write that officers who had made a number of trips in her "stated that she had never met her match at sea." Capt. William P. Cave, who took over the command of the ship at the builder's yard and stayed in her until April 1860 (about six and a half years), wrote of the *Panama* after being in her a couple of years: "She is a very fast but not a dry ship and handles like a boat. She has not yet been beaten by any sail in company, and her only fault appears to consist in rolling very heavily and taking large quantities of water on board in heavy weather. She frequently runs from 11 to 13 knots by the wind." Among the marine fraternity

both in the United States and abroad, the *Panama* soon gained the reputation of being an extremely fast sailer, and her fame in the late fifties and the first part of the sixties was even greater than that of her earlier years. Under Captain Cave, the ship had a splendid sailing record, and much of her fine performance was credited to her master. However, when Captain Soule, the "Down Easter," took over the command, the *Panama* continued to win honors and make either sailing records or outstanding performances at sea. The *Panama* made seven voyages around Cape Horn to San Francisco during the years 1855-1866. Her splendid record in the California trade is given in Volume III, with information regarding her runs over each section of the course. Her voyages in the China and Australia trades are described in Volume IV.

Although the *Panama* was designed and built for the California and China trades, N. L. & G. Griswold would not place her in this service when she was completed and ready for sea. By November 1853, freight rates had dropped substantially from the high levels of 1850-1852, and the Griswolds first sent their new ship on a round voyage to Europe. She went out to Liverpool in 30 days and returned to New York in the good time of 22 days. She encountered a heavy winter gale, during which she sprung her bowsprit. The *Panama* was once more sent across the Atlantic, and she loaded at Liverpool for Shanghai, sailing May 27, 1854, and arriving out September 11 after a passage of 107 days. On October 27, 1854, the *Panama* sailed from Shanghai and made an out-of-season record run. She cleared Anjer on November 15, 1854, and arrived at New York on January 21, 1855, after a passage of 85 days from Shanghai and 67 days from Anjer. The fast clipper *Messenger* of 1,351 tons (built by Jacob Bell, New York, and launched April 22, 1852) had left Shanghai on October 24 (i.e., three days before the *Panama* sailed), but the Griswold clipper caught up with her Philadelphia-owned opponent as her rival sailed through the Straits of Sunda, and she gained another two days on the *Messenger* in the open ocean run from Anjer to New York. The completed passage of the two clippers occupied 85 days 14 hours for the *Panama* and a scant 91 days (reported as both 90 and 91 days) for the *Messenger.* (The *Messenger* reported the run from Anjer to Sandy Hook as 68 days and the time from Shanghai to the equator as 67 days.) On this splendid run from Shanghai to New York, the *Panama* ran to Anjer in 18½ days without the benefit of a good northeast monsoon, and she made a run of 41 days from the Cape of Good Hope to New York.

According to Captain Cave's report on this passage, the *Panama* sailed from Shanghai October 27, 1855, and "reached New York via the Cape of Good Hope on January 20, after a run of 85 days." The distance logged, we are told, "averaged about 188 miles per day, or over 7¾ knots per hour." On six consecutive days, November 17 to 22 inclusive, the *Panama* sailed 1,782 nautical miles, an average of 297 miles per day and 12.4 knots. On the four consecutive days of November 17 to 20 inclusive, the vessel covered 1,243 miles—an average of 311 miles per day and a speed of 13 knots. Her best day's run on the voyage was 330 miles on November 19 "in fresh trades, all possible sail set"—an average speed of 13¾ knots for the day; but the command admitted that she was benefited by 15 miles in current and computed the mileage sailed through the water as 315 nautical miles for the day, a speed of 13⅛ knots. Captain Cave wrote on this passage, "The good ship *Panama* beat every sail in company, several of which were fine clipper ships." The log of the vessel dated November 16 states that when 20 days out, "overhauled and passed clipper ship *Messenger* which sailed two days before me." Two days later, when the *Panama* was sailing, according to the log, "at an average speed of 13 knots," the clipper ship *Game Cock* (1,392 tons; built by Samuel Hall, East Boston, in 1850) was passed.

On March 8, 1855 (about seventeen months after her launching), the *Panama* sailed from New York on her first Cape Horn westward passage to California. Captain Cave reported "an extraordinary amount of head winds and calms and no southeast trades in the Atlantic where they are expected to blow heaviest." The ship did her best sailing of the passage in the North Atlantic, and here she averaged 260 nautical miles a day (about 11 knots) for several days. Off the Horn, some very bad weather was experienced and the fore-topmast was sprung and some canvas lost, but San Francisco was reached on June 29, 1855, after a passage of 112 days (113 days elapsed time, clearance to entry). That this was a good run, considering the sailing conditions prevailing, is attested by the following record of all the nine clipper passages that commenced with clearances from East Coast United States ports between February 25 and March 19, 1855, inclusive—a period of twenty-three days (twelve days before the *Panama* sailed and eleven days after):

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1855	Length of Passage in Days	
			Port	Date 1855		Elapsed Time	Claimed
JOHN MILTON; 1855; 1,445	McCleaves	Fairhaven, Mass.	Boston	Feb. 26	July 14	138	136
MONSOON; 1851; 773	Baker	Trufant & Drummond, Bath, Maine	New York	Feb. 27	Aug. 2	156	154
LOOKOUT; 1853; 1,291	Joyce	Chase & Davis, Warren, R.I.	New York	Mar. 1	Aug. 2	154	153
POLYNESIA; 1852; 1,084	Watson	Samuel Hall, East Boston	Boston	Mar. 6	July 16	132	125
ELLEN FOSTER; 1852; 996	Scudder	Joshua T. Foster, Medford, Mass.	Boston	Mar. 8	Aug. 2	147	147
PANAMA III; 1853; 1,139	Cave	Thomas Collyer, New York	New York	Mar. 8	June 29	113	112
WITCHCRAFT; 1850; 1,310	Freeman	Paul Curtis, Chelsea, Mass.	New York	Mar. 10	July 13	125	122
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, New York	New York	Mar. 13	July 15 (claimed sailed from Sandy Hook Mar. 16 and called at Rio)	124	115 net
QUEEN OF THE SEAS; 1852; 1,356	Tay	Paul Curtis, Medford, Mass.	Boston	Mar. 18	Aug. 2	137	136

As the PANAMA approached the Golden Gate, she passed the clipper ship ATALANTA of 1,289 tons, which had left New York twelve days before her, and the reputed clipper NORTHERN EMPIRE, which had cleared New York on Feb. 17, or nineteen days before the PANAMA. These two ships reached San Francisco on June 30, or one day after the PANAMA.

The *Panama* commenced her second passage around Cape Horn by sailing from New York May 6, 1857, bound for San Francisco. Captain Cave reported "a succession of light winds and calms during the whole passage." She was becalmed for three days while in sight of Cape Horn and experienced only "one good blow," but that was a gale in Lat. 42° S. Pacific lasting thirty hours. The *Panama* sailed through the Golden Gate on September 2, 1857, after a passage reported as 117 days (it was 119 days elapsed time, port to port). Accompanying the *Panama* as she entered San Francisco were the clippers *Charmer* of 1,055 tons, which had sailed from New York eighteen days before the *Panama,* and the *Storm King* of 1,399 tons, which had cleared New York on April 25, or eleven days before the *Panama* sailed.

The following table gives the particulars and sailing performances of all the eight clippers that cleared from East Coast United States ports for California during the forty-three-day period April 17-May 29, 1857, inclusive:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1857	Length of Passage in Days	
			Port	Date 1857		Elapsed Time	Claimed
BELLE OF THE SEA; 1857; 1,255	Lewis	Ewall & Dutton, Marblehead, Mass.	Boston	Apr. 25	Aug. 31	128	126
STORM KING; 1853; 1,399	Callaghan	John Taylor, Chelsea, Mass.	New York	Apr. 25	Sept. 2	130	123
PANAMA III; 1853; 1,139	Cave	Thomas Collyer, New York	New York	May 6	Sept. 2	119	117
BELVEDERE; 1857; 1,322	Jackson	Paul Curtis, East Boston	Boston	May 7	Sept. 11	127	127
FLORA TEMPLE; 1853; 1,916	Cole	James Abraham, Baltimore	New York	May 8	Sept. 14 (stated also as May 12 and 125 days; claimed 123)	129	129
MASTIFF; 1856; 1,031	Johnson	Donald McKay, East Boston	New York	May 11	Sept. 29	141	140
ADELAIDE; 1854; 1,831	Wakeman	A. C. Bell, New York	New York	May 25	Sept. 29	127	127

The reputed medium clipper INDIAMAN of 1,165 tons, built by Hugh McKay, East Boston, in 1854, cleared Boston May 22, 1857, and reached San Francisco Sept. 29 after a passage of 130 days (claimed 124 days).

The *Panama* sailed from New York on her third Cape Horn passage to California on June 2, 1860, with Captain Soule in command. She was 31 days to the line, 57 days to 50° S. Atlantic, and only 8 days rounding the Horn (from 50° S. Atlantic to 50° S. Pacific). The *Panama* crossed the Pacific equator 94 days out, running up the South Pacific in 29 days with strong head winds and light trades, and she ran from the line to port in 26 days. The ship ran into some nasty weather off the Falkland Islands and, while off the Horn, signaled the clipper ship *Challenger* (1,334 tons), which had left port four days before her. A week later the two ships met again, but the *Panama* sailed through the Golden Gate three days ahead of the *Challenger,* having made the passage in seven days less elapsed time and in eight days better sea time, pilot to pilot. The 121-day passage (elapsed time) of the *Panama* was the best of all the twenty-two clipper ship passages with clearances from East Coast ports during the 143-day period April 18-September 8, 1860.

The following table gives a record of the eleven clipper passages that commenced with clearances from East Coast United States ports between April 28 and July 26, 1860—a period of ninety days:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1860	Length of Passage in Days	
			Port	Date 1860		Elapsed Time	Claimed
DERBY; 1855; 1,062	Hutchinson	John Taylor, Chelsea, Mass.	New York	May 15	Oct. 19	157	155
BLACK PRINCE; 1856; 1,061	Brown	George W. Jackman, Newburyport, Mass.	New York	May 25	Oct. 19	147	146
NEPTUNE'S FAVORITE; 1854; 1,347	Emerton	Jotham Stetson, Chelsea, Mass.	New York	May 26 (May 27)	Oct. 12	139	137
CHALLENGER; 1853; 1,334	Winsor	Robert E. Jackson, East Boston	New York	May 29	Oct. 4	128	128
METEOR; 1852; 1,068	Melville	E. & H. O. Briggs, South Boston	Boston	May 30	Oct. 12	135	133
PANAMA III; 1853; 1,139	Soule	Thomas Collyer, New York	New York	June 2	Oct. 1	121	120
WINGED ARROW; 1852; 1,052	Berry	E. & H. O. Briggs, South Boston	Boston	June 18	Nov. 16	151	150
GOLDEN FLEECE; 1855; 1,535	Manson	Paul Curtis, East Boston	New York	June 22	Oct. 29	129	128
GOLDEN STATE; 1853; 1,363	Ranlett	J. A. Westervelt, New York	New York	June 22 (June 23)	Oct. 29	129 (128)	128
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, Boston	Boston	July 6	Nov. 15	132	131
OCEAN EXPRESS; 1854; 1,697	Haley	J. O. Curtis, Medford, Mass.	New York	July 10	Nov. 30	143	139

After discharging, the *Panama* loaded at San Francisco with good dispatch and sailed for Liverpool October 27, 1860, arriving at her destination on January 21, 1861, after a splendid record passage of 86 days and 17 hours. The time occupied by the outward passage from New York to San Francisco, the 26-day detention in port (unloading and loading), and the return passage to a North Atlantic port was only 233 days, or 7 months 19 days, which is the record between an East Coast United States, a California, and a European port, or a record over that course.

The next voyage of the *Panama* was from Liverpool to California and return via Chile. The run out was a 116-day passage from Liverpool and 112 days from the Scilly Islands to San Francisco; the return run was 54 days from the Golden Gate to Coquimbo. Leaving Tome, Chile, on February 20, 1862, the ship was anchored in the Mersey on April 17 after a record passage of 56 days. The *Panama* then went out to Shanghai and operated on the coast of China between the ports of Hong Kong, Foochow, and Shanghai for nearly a year. She left Hong Kong for home August 1, 1863, against the monsoon, had a beat of 44 days down to Anjer, and arrived at New York November 30, 1863, after a passage of 77 days from Anjer and 50 days from the Cape of Good Hope, with light winds north of St. Helena. After an absence of 3 years 5 months 28 days from her home port, the *Panama* reached New York on November 30, 1863.

The ship was then put in the California run. She had made three westbound passages in 1855, 1857, and 1860 in 112, 117, and 120 days net sailing time, respectively—an average of 116⅓ days. The *Panama* promptly proceeded to prove that British marine authorities, historians, and writers were all wrong in their statements that "American clipper ships were short-lived and, being built of softwood, soon became water-soaked and lost their speed" and "American clippers were oversparred and the ships, being driven hard, soon wracked themselves to pieces even though the spars were cut down and the sail spread reduced in the mid-fifties and again a few years later." The *Panama,* after a most strenuous ten and one-third years of steady, hard service, with long absences from her home port and no long periods of overhaul or reconstruction, sailed from New York February 2, 1864, and was at the pilot grounds off the Farallon Islands at 10:00 A.M., May 13, after a run of 101 days (recorded also as a 103-day passage). On her next westward Cape Horn passage, the ship ran to San Francisco in 111 days, and on her third passage of this second series she left New York April 10, 1866, and was at the Golden Gate on July 27, 1866, after a fine run of 108 days. The average length of the three last westbound Cape Horn passages of the *Panama* from New York to San Francisco was the amazingly low time of only 106⅔ days. This splendid record is comparable with the ship's average of 116⅓ days for three similar passages made in her earlier days. When the *Panama* completed her sixth and last westward Cape Horn passage, she was about thirteen years old, and her skipper boasted, "For speed she is at her best."

After the 1864 run out to California, the *Panama,* deeply laden, returned around the Horn to New York and made the passage in 107 days notwithstanding that she encountered very heavy weather over most of the run, received some damage, and lost a lot of canvas. On the return leg of the second voyage of the series, the *Panama* continued around the world, reaching New York January 21, 1866, by way of Hong Kong. After arriving at San Francisco on July 27, 1866, and discharging, the *Panama* loaded wheat for Australia and was at Sydney October 17, 1866, after a run of 49 days from the Golden Gate; from the Antipodes she proceeded to China and thence to Bangkok.

It is surprising that during a period of oversupply of tonnage, depressed shipping business, and "ruinous" freight rates, the Griswolds kept the *Panama* steadily operating, but the ship's long absences from a home port took their toll as did the Griswold economic policy of spending "not a penny more than is absolutely necessary" on the ship. Neither the *Panama* nor the *Challenge,* after the mid-fifties, was kept in first-class physical condition, nor were reasonable maintenance and conditioning expenses permitted. The quality of the crew degenerated when a ship was kept away from a United States port for long periods of time. It is surprising that the Griswolds were able to keep the *Panama* operating under the American flag throughout the entire period of the Civil War. Notwithstanding the handicap of the ship in that she was a poor deadweight or volume cargo carrier because of her sharpness of model, the *Panama* continued to make money for her owners. Captain Soule was persistent in requesting a lay-up at an American port for a much-needed thorough overhauling and rehabilitation, which every wooden ship needed after ten years of steady driving and hard service, but the owners repeatedly turned down his recommendation. Soule, no matter what kind of crew he had, always kept his ship looking "spick and span." Evidently, the Griswolds, seeing a vessel looking trim and shipshape, failed to see the necessity of spending money to put her in dry dock, make a thorough survey of her timbers and planking, and periodically recondition her. When the war was over, the command of the *Panama* hoped that when she was at New York, the ship would receive more attention than the customary mere "lick and a promise," but she was sent out voyage after voyage practically as she was when she arrived in port. This state of affairs could not continue indefinitely, and the nature of conditions that the *Panama* had to contend with in the Orient is illustrated by an experience in the harbor of Hong Kong early in 1867. While she was floating light, an organized group of Chinese thieves and harbor (or river) pirates, operating quietly and rapidly during the dark hours of a night, stripped a large amount of copper from one side of the vessel. It was just after this incident that the *Panama* went to Bangkok, where she loaded rice for Pernambuco "for orders." Terrific weather was experienced on this passage, and the *Panama* was badly battered. She put into Bahia in distress with seven feet of water in the hold and, after unloading, was condemned, turned over to the underwriters, and sold. N. L. & G. Griswold received the full insurance value. The ship was purchased for a ridiculously low sum by Argentine owners, who, after spending a little money in repairs, cut down the ship's canvas and put her in the trade between Buenos Aires and New York. With a very small crew, the *Panama* was operated cheaply for many years.

John H. Brower & Company, New York

The entire claim to fame of John H. Brower & Company, of New York, as shipowners and managers was because of the fortunate ownership of the outstanding Cape Horn record-holder and amazingly fast sailer and carrier—the medium clipper ship *Andrew Jackson.* She was laid down and built as the *Belle Hoxie,* but before completion her name was changed. The new name was not popular in some channels, and such stupid prejudice was in evidence when the ship's figurehead, a carved wood figure of Andrew Jackson, was hacked and chopped with an ax by some fanatical parties who, for political reasons, did not like the man or the ship that bore his name and so took their spite out on a vessel's figurehead. John Brower, his firm, and his friends owned only two clippers, and each was built by Irons & Grinnell at Mystic, Conn. The following record gives the comparative size and characteristics of the two Brower clippers:

Name of Ship	Type as Designated	Principal Captain	Year Built	Tonnage	Dimensions in Feet and Inches			Remarks
					Length	Beam	Depth	
HARVEY BIRCH	Medium, or half, clipper	William H. Nelson	1854	1,482	196	40	28	Burned by Confederate raider NASHVILLE on Nov. 19, 1862, while bound from Havre to New York.
ANDREW JACKSON	Medium clipper	John E. Williams	1855	1,679	222 (dimensions also stated as 222x41- 2x22- 3)	40- 2	22- 2	Launched in Mar. 1855; sent to New York Apr. 4 and promptly sold to John H. Brower & Co.

The *Harvey Birch* was named after Washington's famous patriot spy of the Revolution. Her master, Capt. William H. Nelson, went to sea at an early age and became an able commander. The *Harvey Birch* was a burdensome ship. She was "built for the Liverpool trade" as was, to a great degree, the medium clipper *Andrew Jackson,* which followed her, although it was said that the *Belle Hoxie* as laid down was "somewhat sharper as well as bigger than the *'Birch'* and should be a faster sailer." The *Harvey Birch* made three westward Cape Horn passages from New York to San Francisco, of which the following table is a record:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Passage in Days (elapsed time)
No. 1	Nelson	Feb. 3, 1855	June 5, 1855	122
The fast WINGED RACER (1,767 tons), sailing from Boston the same day, beat the HARVEY BIRCH into San Francisco by only two days. The half clipper PARAGON cleared New York Feb. 1 and was 149 days on the passage, but the HERALD OF THE MORNING of 1,294 tons, sailing the day after the "BIRCH," made a run of only 100 days.				
No. 2	Nelson	Oct. 16, 1856	Mar. 3, 1857	138
The next two nearest clipper ships to sail were the EDWIN FORREST of 1,141 tons, which cleared New York Oct. 11 and arrived out Feb. 25 (a passage of 137 days; claimed 132 days) and the WEST WIND of 1,071 tons, which left Boston Oct. 19 and reached San Francisco Mar. 2 after a run of 134 days.				
No. 3	Nelson	Apr. 17, 1858	Sept. 24, 1858	160
The ANGLO-SAXON, sailing from New York Apr. 10, went out in 164 days. The SKYLARK of 1,209 tons cleared New York Apr. 14 and was at San Francisco Aug. 9, 117 days later; she claimed a 116-day passage. The WAR HAWK of 1,067 tons cleared New York Apr. 30 and entered San Francisco Sept. 24—the same day as the "BIRCH"—after a passage, clearance to entry, of 147 days (claimed 142 days).				

On this third and last passage westward around the Horn, the *Harvey Birch* experienced terrific weather. Heavily laden with about 3,000 tons of weight and measurement cargo aboard (including 736 tons of coal), she was drawing 23 ft. 7 in. forward and 24 ft. 6 in. aft. Captain Nelson had a crew of twenty-eight men all told. He wrote soon after getting clear, "Found ship very deep and wet." On May 18, the Atlantic equator was crossed—"31 days and a few odd hours" out. The vessel was at 50° S. Atlantic on June 27 (71 days out), and a series of head gales made the rounding of the Horn occupy 27 days. On July 11, 1858, off the Cape in 59°

35′ S., 71° 30′ W., a "tremendous gale" and a "hurricane gale" were reported, with "tremendous sea, running one of the heaviest I ever see." The day ended with heavy snow squalls. The following extracts are from Captain Nelson's log:

July 19. 57-40 S. 78 W—I believe a ship never had such a time since Lord Anson's time. My ship shows it and feels it, although as good a ship as comes this way.

July 21. The blackest and darkest squall I ever see passed over blowing very heavy with snow and hail. A large ship in company. An American I take her. The times are exciting pulling cotton. He has his match for today and more too.

The *Harvey Birch* reached 50° S. Pacific on July 24, 98 days from New York. She was at the Golden Gate 61 days later and anchored in San Francisco Bay (and officially entered) on September 24, 1858, after a momentous passage of 160 days.

When in transatlantic service during the Civil War, the *Harvey Birch* was captured and burned on November 19, 1862, by the armed raider *Nashville*. The *"Birch"* was eight and a half years old at the time of her destruction; she was bound for New York from Havre and was bucking a westerly when apprehended by the Confederate steamer.

The medium clipper ship *Andrew Jackson* (1,679 tons) was built by Irons & Grinnell, Mystic, Conn., in 1855, four years after Donald McKay launched the *Flying Cloud* (1,782 tons), his most famous American-owned extreme, or "out-and-out," clipper, from his East Boston yard. The *Andrew Jackson* was destined to become the greatest historic rival for sailing honors of the *Flying Cloud* and the fastest of the United States-built, owned, and operated clippers in the California around-the-Horn trade. The *Andrew Jackson* did all of her sailing (in her developed final rig) over this course after the *Flying Cloud* had been withdrawn as unprofitable, and the years in which the *"Jackson"* made her great and unequaled record were during the last half of the 1850's and throughout "the waning years of the clipper ship era," which embraced the depression and panic of 1856-1858 and the uncertain and turbulent years 1859-1862 preceding the commencement of the Civil War. Capt. Arthur H. Clark, in THE CLIPPER SHIP ERA, well says, "With this superb record by the *Andrew Jackson*—four consecutive passages [from New York to San Francisco] averaging 98½ days each [which includes the all-time record passage of 89 days 4 hours in 1859-1860] the American clipper ship era may well bring its brilliant career to a close."

As stated in Volume III of this work: "The *Andrew Jackson* was an entirely different ship from the *Flying Cloud* and generally the contemporary clippers of her class. She was fuller under water, but still had fine lines and an excellent model for speed; a more powerful and commodious hull both above and below water, with buoyant ends. She was amply sparred and canvased, but more rugged and not as sharp or as extreme in either model or rig as the McKay ship. A few prejudiced critics went so far as to say: 'The *Andrew Jackson* is no clipper at all; she cannot possibly have made the passages claimed, as such speed is not in the vessel.' Generally, such statements were made in ignorance by some booster of a rival builder's product and often by people who had never seen the ship." New York's greatest, most experienced and successful ship designer and builder, William H. Webb, after examining the *Andrew Jackson* in New York prior to her second voyage to the Golden Gate, expressed admiration of this Mystic-built rival and said: "If this ship is not fast, then I have never seen a fast ship and know nothing of models and spar plans." A comparison of the dimensions of the hulls of the *Andrew Jackson* and *Flying Cloud* is of interest:

Name of clipper	ANDREW JACKSON	FLYING CLOUD
Built	Mystic, Conn. 1855	East Boston, Mass. 1851
Tonnage	1,679.37 tons	1,782.48 tons
Length	222 ft.	229 ft.
Beam	40 ft. 2 in.	40 ft. 8 in.
Depth	22 ft. 2 in.	21 ft. 6 in.
Ratio length to beam	5.52 to 1	5.62 to 1
Ratio length to depth	10.00 to 1	10.65 to 1
Ratio beam to depth	1.81 to 1	1.89 to 1

The *Flying Cloud* was 6.1 per cent bigger and carried 10 per cent more canvas than the *Andrew Jackson*. It is said, however, that "she carried 350 tons less freight" than the Mystic-built medium clipper. The sailing performance of the *Andrew Jackson* on her first voyage around the Horn did not satisfy her builders, her owners, J. H. Brower & Company, or her master, Capt. John E. (Jack) Williams, of Mystic, Conn. The hull and model were known "to be right and capable of more speed than she showed us on the maiden voyage." Therefore, at Captain Williams' suggestion, the spar plan was changed, the masts moved, and the rake as well as the stepping altered. When the *Andrew Jackson* sailed again, she carried no more canvas, but had become "a handier, smarter, and faster ship." After the spar plan was modified, there is no record of the *"Jackson's"* making a slow or mediocre passage, and her one voyage made as originally rigged (128 days around the Horn westbound) was a little better than the 130-day average time set for clippers on this run by Lieutenant Maury of sailing directions and track chart fame. On this "unsatisfactory" and experimental maiden passage, or "tryout," from New York to San Francisco, two other fast clippers sailed with the *Andrew Jackson* and covered the course practically in company. The *"Jackson"* beat them by four days on the run and made a faster passage than all five of the other clippers that sailed before her, as the following record of all clipper ship sailings from East Coast ports from June 24 to July 19 inclusive clearly shows:

Name of Clipper	Captain	Tonnage	Year Built	Builder	Departure		Arrival at San Francisco 1855	Time of Passage in Days
					Port	Date 1855		
SPIRIT OF THE TIMES	Klein	1,206	1853	Cooper & Slicer, Baltimore	New York	June 24	Dec. 1	160
GOLDEN WEST	Putnam	1,441	1852	Paul Curtis, East Boston	New York	June 28	Dec. 22 (via Valparaiso)	177*
THOMAS WATTSON	Lyle	349	1848	Caleb Goodwin & Co., Baltimore	Philadelphia	July 2	Nov. 30	151**
WEST WIND	Elliot	1,071	1853	Joshua T. Foster, Medford, Mass.	Boston	July 13	Nov. 22	132
SIROCCO	West	1,131	1852	William & George Gardner, Baltimore	Philadelphia	July 14	Nov. 23	132
ANDREW JACKSON	Williams	1,679	1855	Irons & Grinnell, Mystic, Conn.	New York	July 15	Nov. 20	128

*Days at sea, 153 (from Oct. 17 to Nov. 10 at Valparaiso for repairs).
**From Delaware Capes to Golden Gate, 148 days.

After the *Andrew Jackson* had her masts re-stepped, she made sailing history that has never been equaled over the world's hardest sailing courses; i.e., around Cape Horn and in the North Atlantic. The record of her four westward around-the-Horn passages from New York to San Francisco during the years 1856-1860 is given in Volume III (page 2105). The complete record of the clipper ship *Andrew Jackson* is given in the section on the California trade in Volume III of this work under the heading, "The Medium Clipper *Andrew Jackson*—Record-holder over the Westward Cape Horn California Course" (pages 2097-2121 inclusive).

The records prove that a New York shipowner, in the mid-fifties (before the *Andrew Jackson* appeared on the scene), was not far wrong when he said:

> Our fastest clippers today seem to be the *Swordfish, Flying Cloud, Comet, Young America, Surprise, Flying Fish, Red Jacket, Flying Dutchman, Westward Ho,* and *Herald of the Morning,* but several years hence I predict that the records will show that of these ships afloat today the best and fastest will be the *Young America, Red Jacket, Westward Ho, Comet, Swordfish,* and *Flying Fish,* and this approximately in the order stated.

In 1860 the *Andrew Jackson* made a fast passage of 61 days from Callao to New York (June 21 to August 21) following a fine run of 35 days from San Francisco to Callao. This magnificent record on the eastbound passage of 96 sailing days from San Francisco to New York via Callao followed the ship's record westward passage to San Francisco and established an unequaled record of 185 days spent at sea on a round voyage from any East Coast port to San Francisco, with the return via any South American port. On her last voyage as an American ship, the *Andrew Jackson,*

loaded with timber, went from Puget Sound to Ferrol (northern Spain) in 95 days. On her westward Cape Horn passage in 1861, the *Andrew Jackson* ran from New York to the Atlantic equator in 18 days, was at the Straits of Le Maire in 43 days, and at 50° S. Pacific in 52 days out from New York. On one occasion, the ship sailed from 50° S. Pacific to within 700 miles of San Francisco in only 36 days, and on another she ran from the Pacific equator to San Francisco in 18 days.

The following record of fast sailing of the *Andrew Jackson* on consecutive voyages covering a period of almost two years (December 23, 1858, to November 18, 1860) is probably unequaled in the annals of sail. There was not a single average or ordinary passage, but each of the seven deep-sea runs between ports—covering a distance equal to about three times around the world in less than one year and eleven months—was made in record or approaching record time.

Voyage No.	Departure		Arrival		Passage in Days	Distance Traveled Nautical Miles	Average per Day Nautical Miles	Average Speed Knots
	Port	Date	Port	Date				
4 (outbound)	New York	Dec. 23, 1858	San Francisco	Apr. 5, 1859	103	15,850	154	6.42
4 (return)	San Francisco	May 30, 1859	New York	Aug. 21, 1859	83	15,200	183	7.62
	The third fastest run on record.							
5 (outbound)	New York	Dec. 25, 1859	San Francisco	Mar. 23, 1860	89	14,000	157	6.54
	A record run.					(also reported as 13,700)		
5 (return)	San Francisco	Apr. 1860	Callao, Peru	June 1860	35	5,000	143	6.00
	Record, 33½ days made by HORNET in 1853.							
5 (return)	Callao, Peru	June 21, 1860	New York	Aug. 21, 1860	61	12,200	200	8.33
	Record, 58 days by OCEAN TELEGRAPH in 1858. This run the second best record.							
6 (outbound)	New York	Oct. 1860	Liverpool	Oct. 1860	15	3,350	223	9.29
	Record, 13 days 1 hour 25 minutes by RED JACKET in Jan. 1854.							
6 (return)	Liverpool	Nov. 3, 1860	New York	Nov. 18, 1860	15	3,500	233	9.71
	A record run.							
Total and averages from New York Dec. 23, 1858, and return to New York Nov. 18, 1860, after voyages taking 691 days or 1.89 years.....					401	69,100	172.3	7.18
Total and averages from May 30, 1859, to Nov. 18, 1860.....					298	53,250	178.7	7.45
Total and averages from June 21, 1860, to Nov. 18, 1860.....					91	19,050	209.3	8.72

If the logs of the return passages were available, the long-time high-speed record of the ANDREW JACKSON could most probably be extended to cover the entire period of her deep-sea sailing after her masts were re-stepped following her experimental maiden voyage, or from Nov. 13, 1856, to at least Mar. 26, 1860—a period of 4 years and 5 days or more. It has been estimated that the ANDREW JACKSON during these four years "sailed 136,000 miles at an average speed in excess of 7 knots."

Upon her arrival at New York from Spain in April 1863, the *Andrew Jackson,* because of the effect of the Civil War on American shipping, was sold to go under the British flag. The *"Jackson"* was one of the few big and fast clippers that was kept in operation during the business depression of the late fifties. Indeed, the *Andrew Jackson* was launched in March 1855 during the commercial depression. When liquidation was under way, she sailed and made good money for her owners throughout the panic of 1858, while other fast clippers were laid up and the operation of all the big extreme clippers "of the vintage of 1850-1853" was unprofitable. Civil strife following business depression and panic spelled the end to America's fine merchant marine, and the *Andrew Jackson* was only one of a large number of fine Yankee ships that went into British hands. As stated in Volume III, but little is known of the *Andrew Jackson* throughout the latter part of the Civil War. In October 1863, she was loading at St. John, New Brunswick. On December 3, 1864, she was reported clearing Soerabaya, Java, bound for Amsterdam, and she was off Dover on March 2, 1865, after a "run of 88 days." In September 1868, she was at Shanghai, and when bound for Britain the ship was run on a reef and wrecked in Gaspar Straits on December 4, 1868. At the time of her loss, when thirteen and three-quarters years old, the *Andrew Jackson* hailed from Glasgow, Scotland, and her managing owner was H. L. Seligman.

George B. Daniels, New York

The name of George B. Daniels is seldom, if ever, heard as one of America's important owners and managers of clipper ships. Yet this man and his associates, of New York, built and operated for years "the finest clipper ever built in New York and the best of all the Cape Horners" —considering both speed and longevity; also one of the "top flight" of American clippers, which for all-around good sailing over various trade routes on the Seven Seas is unsurpassed. These two ships, the only clippers that George B. Daniels owned, made both history and money; under the flag of Daniels, with its crimson field, white border, and white "D" in the center, the clipper ships *Flying Dutchman* and *Young America* attracted not only attention but also favorable comment and press notices at all the ports that they entered. After building up an unexcelled record for consistently high speed and reliability in five and a half years of sea service, the *"Dutchman"* was wrecked in 1858 and came to an untimely end through no fault of her own. The *Young America* carried on and, after Daniels sold her in 1860, performed brilliantly under the successive ownership of Abram Bell's Sons, Robert L. Taylor, George Howes & Company, and John Rosenfeld until sold at the end of 1883—after over thirty and a half years of steady Cape Horn service under the Stars and Stripes. As the *Miroslav,* she operated cheaply under the Austrian flag, with no money spent on her for maintenance and repairs, and sailed in the turbulent North Atlantic trade until she disappeared in 1886 when thirty-three years old, having established an all-time record for sailing ships over the world's most severe trade routes. The following table gives comparatively the dimensions and various particulars of the two great Daniels clippers, each of which was built by New York's premier shipbuilder, William H. Webb:

Name of Clipper	Launched	First Captain	Registered Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
FLYING DUTCHMAN	Sept. 9, 1852	Ashbel Hubbard (throughout ship's life)	1,257½	191	37- 8	21- 6
Wrecked on Brigantine Beach, New Jersey, in snowstorm Feb. 13, 1858, on passage from San Francisco to New York.						
YOUNG AMERICA	Apr. 30, 1853	David S. Babcock	1,961	243	43- 2	26- 9
Registered owners in 1860, Abram Bell's Sons; 1870-1880, George Howes & Co., New York and San Francisco, and later John Rosenfeld, San Francisco. Sold foreign Nov. 1883. Lost North Atlantic 1886.						

The *Flying Dutchman* arrived at New York May 8, 1853, completing a round voyage from New York to San Francisco and return in 6 months 24 days, including detention at the California port. This was the second fastest round voyage and was beaten only by the clipper *Contest* of 1,099 tons, owned by A. A. Low & Bro., New York, and launched by Jacob A. Westervelt from his New York yard on October 9, 1852. A comparison of these two complete, outstandingly fast voyages is given herewith:

	FLYING DUTCHMAN	CONTEST
Sailed from New York	Oct. 15, 1852	Nov. 16, 1852
Arrived at San Francisco	Jan. 27, 1853	Feb. 24, 1853
Sailed from San Francisco	Feb. 11, 1853	Mar. 11, 1853
Arrived at New York	May 8, 1853	May 31, 1853
Length of outward passage	103 days	100 days
Length of homeward passage	86 days	81 days
Total time at sea	189 days	181 days
Detention San Francisco	16 days	15 days
Total time occupied by round voyage	205 days, or 6 months 24 days	196 days, or 6 months 15 days

These are amazingly short periods of time in which to complete a voyage from an East Coast United States port to San Francisco and return, as a good, fast passage out was considered one of

110 days or so, with a return eastbound of, say, 102 days and a detention at San Francisco of some 30 days—a total of about 242 days, or around eight months. If conditioning or repairs were needed at the California end or if cargo instead of ballast was taken aboard, the length of a round voyage was naturally longer. As the years advanced, it was generally assumed that a ship in the Cape Horn trade would make a sailing about every ten to twelve months.

When the *Flying Dutchman* reached New York at the completion of her maiden voyage, the *Young America* was lying at her rigging and fitting-out dock, having been launched eight days before the *"Dutchman"* returned to her home port in what was then record-breaking time. The two fine ships belonging to the same owner in New York received a lot of publicity, and we read in the press of this magnificent pair of clippers that were "exciting great attention."

When the *Flying Dutchman* was launched by William H. Webb on September 9, 1852, her model was proclaimed by the New York marine fraternity to be "faultless." She was said to be "one of the sharpest vessels ever built in New York," with a 36-in. deadrise, "and is very strongly constructed of the best materials and is diagonally braced with iron straps." William H. Webb, in his book of plans of the ships that he designed and built, has this to say of the *Flying Dutchman:* "Built in 1852 expressly for the California trade. Has two decks with half poop cabin extending nearly to mainmast. Proved a very fast sailer and excellent sea boat, successful and popular ship. Draft when launched, with all spars on board, forward 11 ft. 6 in., aft 11 ft. 9 in." An examination of the lines of the ship, viewed with the knowledge of later years and a study of the accumulated experience of merchant sail, shows a midship section that could have been made fuller and stronger; too much deadrise; a very easy, flowing, curving bilge; and a rather pronounced tumble home. The ship had excellent lines aft and a good square stern. The bow lines were good, although the vessel could have been improved with more flare above water and a wider deck forward. For extreme speed, some of the entrance lines could have been made sharper, with more underwater body carried nearer midships, and with the fining of certain lines the block coefficient of displacement to the load water line could have been increased rather than lowered, while giving the ship more power, stability, and deadweight carrying capacity. However, "the proof of the pudding is in the eating," and the record of the *Flying Dutchman,* under the command of her one master, Capt. Ashbel Hubbard, is a splendid one. She was a lucky ship until her untimely, calamitous end and had a good skipper. Some authorities affirm that for fast, consistent sailing and reliability as an ocean carrier of freight and passengers her record during her five and a half years of sea life is the best of any Webb-built ship during the period 1852-1858 and equals the performance of the best product of any other builder for these years.

The *Flying Dutchman* made four westbound Cape Horn passages in two series, each of two runs from New York to San Francisco, the first during the years 1852-1853 and the second in the years 1856-1857. The following table gives a synopsis of this quartet of westbound California passages, all of which were very fast considering the sailing conditions encountered:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Hubbard	Oct. 15, 1852	Jan. 27, 1853	104	103 via Rio de Janeiro
Was 30 days rounding the Horn. Ran from 50° S. Pacific to Golden Gate in 35 days and some hours; remarkably fast; was 19 days to equator and 16 days from line to destination.					
No. 2	Hubbard	June 23, 1853	Oct. 7, 1853	106	106 or 104 to pilot
Received San Francisco pilot on Oct. 5 and anchored on the bar on Oct. 6. Was 50 days to 50° S. Atlantic, only 8 days rounding the Horn, and crossed Pacific equator 78 days out. Took 26 days from line to pilot and 28 days to San Francisco.					
No. 3	Hubbard	May 18, 1856	Sept. 19, 1856	124	124
Was made with generally light winds throughout. Also recorded as "a 125-day passage made under unfavorable sailing conditions."					
No. 4	Hubbard	May 30, 1857 (cleared)	Sept. 10, 1857	103	102
Was off Cape Horn on 51st day and crossed Pacific equator 74 days out. Had very fast run to within 1,000 miles of the Golden Gate; but, because of light and adverse winds, required 18 days to cover this distance, making 28 days from line to destination.					
Average length of four passages, 109¼ days elapsed time; 108¼ days as reported.					

With average weather rounding the Horn, the *Flying Dutchman* would have established an all-time record of better than 90 days on her maiden passage. On the second voyage, her actual time was 104 days to the Golden Gate, and a 95-day passage seemed probable until the wind died out on the run from the Pacific equator to her destination. The third passage was a hopeless one as far as making time was concerned, for only light winds were experienced, and a sailing ship needs good wind to make good time. The last westward Cape Horn passage of the *"Dutchman"* promised to be a record run, for she was at the Pacific equator on her 74th day out, and a 16-day run from the line to the Golden Gate (such as she made on her maiden voyage) would have given a passage of 90 days. However, not only did the wind die down when 15,500 miles of a 16,500-mile journey had been covered but also, during the last thousand miles, the light winds were adverse, and two and a half weeks were required to complete the passage. The average mileage for the last eighteen days was only 55 miles per day and the average speed only about 2¼ knots during the "crawl to port." Notwithstanding this bad luck, the fourth and last run of the *Flying Dutchman* to San Francisco was her fastest passage (102 days), on which she beat all other ships that sailed from an eastern port around the same time by from nine to thirty-five days.

The following tables give a record of each of the four westward Cape Horn passages of the *Flying Dutchman,* set forth in comparison with the sailing performance of the clipper ships that cleared East Coast United States ports the nearest to her date of sailing—either before or after. On the second and fourth passages, the *"Dutchman"* very definitely outclassed the field, and some very fast clippers sailed against her. On her maiden voyage, the *"Dutchman"* ran even with the *Westward Ho,* one of the very fastest clippers that ever rounded the Horn, and badly beat all the other ships sailing during the month September 28-October 28, 1852. On the third passage, lack of wind made this run no competitive contest, but the *"Dutchman"* made the fastest time from clearance to entry.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
GEM OF THE OCEAN; 1852; 702	Crosby	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 4	Feb. 2	121	120
WILD PIGEON; 1851; 996	Putnam	George Raynes, Portsmouth, N.H.	New York	Oct. 11 (stated also as Oct. 12)	Feb. 7	119 (or 118)	118
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	Oct. 15	Jan. 27 via Rio de Janeiro	104	103
DAUNTLESS; 1852; 791	Miller	Benjamin F. Delano, Medford, Mass.	Boston	Oct. 15	Feb. 12 via Valparaiso (Jan. 1-3)	120	116
WESTWARD HO; 1852; 1,650	Graves (Johnson)	Donald McKay, East Boston	Boston	Oct. 16	Jan. 31	107	103

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	As Reported
ATALANTA; 1852; 1,289	Wallace	Gardner & Palmer, Baltimore	New York	June 20	Oct. 24	126	124
BONITA; 1853; 1,127	Winsor	E. & H. O. Briggs, South Boston	Boston	June 21	Nov. 9	141	141
WILD RANGER; 1853; 1,044	Sears	J. O. Curtis, Medford, Mass.	Boston	June 21	Oct. 25	126	125
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	June 23	Oct. 7	106	106
QUEEN OF CLIPPERS; 1853; 2,361	Zerega	Robert E. Jackson, East Boston	New York	June 30	Oct. 27	119	119
JOHN BERTRAM; 1850; 1,080	Lendholm	Elwell & Jackson, East Boston	Boston	July 1	Oct. 24	116	115

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed Time	As Reported
NOR'WESTER; 1854; 1,267	Gregory	Samuel Lapham, Medford, Mass.	Boston	May 7	Sept. 22	138	132
JOHN ELLIOT THAYER; 1854; 1,918	Pousland	Paul Curtis, East Boston	New York	May 11 (stated also as May 13)	Sept. 22	134 (132)	130
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	May 18	Sept. 19	124	124
ROBIN HOOD; 1854; 1,182	Bearse	Hayden & Cudworth, Medford, Mass.	New York	May 20	Sept. 22	125	125
THATCHER MAGOUN; 1856; 1,248	Baxter	Hayden & Cudworth, Medford, Mass.	Boston	May 20 (stated also as May 23 and 122 days)	Sept. 22	125	121
ENDEAVOR; 1856; 1,137	Doane	Robert E. Jackson, East Boston	New York	May 21 (stated also as May 18 and 131 days)	Sept. 26	128	128

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1857	Length of Passage in Days	
			Port	Date 1857		Elapsed Time	As Reported
MASTIFF; 1856; 1,031	Johnson	Donald McKay, East Boston	New York	May 11	Sept. 29	141	140
FLORA TEMPLE; 1853; 1,916	Cole	James Abraham, Baltimore	New York	May 12	Sept. 14	125	123
INDIAMAN; 1854; 1,165	Smith	Hugh R. McKay, East Boston	Boston	May 22	Sept. 29	130	124
ADELAIDE; 1854; 1,831	Wakeman	A. C. Bell, New York	New York	May 25	Sept. 29	127	127
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	May 30	Sept. 10	103	102
TALISMAN; 1854; 1,238	Thomas	Metcalf & Norris, Damariscotta, Maine	New York	June 2	Oct. 24	144	140
LOTUS; 1852; 660	Leckie	John Taylor, Chelsea, Mass.	New York	June 4	Oct. 19	137	134

The *Flying Dutchman* returned directly from San Francisco to New York on her maiden voyage, making a fine passage of 86 days from clearance to entry and 85 days to pilot. The ship sailed from San Francisco February 11, 1853, crossed the Pacific equator in 119° W. on February 23 when only 12 days out (11½ days from pilot off the Golden Gate to the line—the record), and was in 40° S. Pacific twelve days later. The big and fast clipper *Comet* (1,836 tons), launched by William H. Webb on July 10, 1851 (fourteen months before the *"Dutchman"*), passed through the Golden Gate a day after the *Flying Dutchman* and caught up with her on March 17 when 33 days out; the *Comet* held the favorable wind longer than did the smaller ship, whose course was somewhat different. Neither of these fast vessels gained on the other for a period of 44 days, and they were sailing in company on April 30. It is said that the *"Dutchman"* crossed the Atlantic equator ahead of the *Comet,* but ran out of wind as she approached New York. The length of passage reported by Capt. Ashbel Hubbard of the *Flying Dutchman* was 85 days and by Capt. E. C. Gardner of the *Comet* 83 days and 18 hours; each was a very fast run.

The continuation of the second voyage of the *Flying Dutchman,* which was around the world, consisted of a transpacific run of 44 days from San Francisco to Hong Kong and a tea passage from there to London. The last leg, and the return section, of the *"Dutchman's"* third Cape Horn westward passage to California, which was the ship's fourth voyage, consisted of a run from San Francisco to Valparaiso in 45 days; she then loaded with copper ore at Copiapo and proceeded to Baltimore. The vessel's third eastward rounding of Cape Horn proved to be her last. She loaded at San Francisco with general produce and sailed for New York November

1, 1857. The *"Dutchman"* made excellent time in the Pacific and rounding the Horn and on December 13, when only 42 days out, spoke the clipper *Starlight* (1,153 tons) east of Cape Horn; this vessel, under Captain Matthews, had sailed from Boston October 21 and was 53 days out. Apparently, Captain Hubbard on the *"Dutchman"* ran into both thick and stormy weather in the North Atlantic, with no chance for days of taking observations. In a heavy winter gale and blinding snowstorm, the fine clipper piled up on Brigantine Beach, New Jersey, probably around February 10, 1858, when about 101 days out, and became a total loss. At the time, the vessel was valued at $50,000 (or $40 per ton for a ship about five and a half years old), and her cargo was said to be worth about $150,000. Howe and Matthews say that the ship was wrecked on the New Jersey coast "prior to February 13, 1858."

Between the first two and the last two California voyages, the *Flying Dutchman* sandwiched in a passage from New York to Australia and a return via China with tea for London. This was the ship's Voyage No. 3. The outbound passage to Melbourne was a peculiar one, the first part being as surprisingly slow (because of wind and weather) as the second part was amazingly fast. It took the *"Dutchman"* 40½ days to run from New York to the Atlantic equator and 42 days to make Cape St. Roque. From that point, she ran to Melbourne in the phenomenal time of 39 days, making the complete passage in 81 days but covering the long run in the Southern Hemisphere in one and a half days less time than it took her to cover the relatively short distance from Sandy Hook to the equator. A comparison of the two passages made by the *Flying Dutchman* in the Britain-China tea trade, which were the return passages of Voyages No. 2 and No. 3, is set forth herewith, the dates given being from British records:

	Voyage No. 2	Voyage No. 3
Clearance from China port	Canton — Feb. 12, 1854	Shanghai — Oct. 8, 1855
At Anjer	Mar. 3, 1854	Oct. 31, 1855
At Deal, England	May 21, 1854	Jan. 24, 1856
At Gravesend on the Thames	May 24, 1854	Jan. 25, 1856
At London dock	May 25, 1854	Jan. 26, 1856*
Stated Length of Passages in Days		
China port to Anjer	19	23
Anjer to Cape of Good Hope	30	33
Cape of Good Hope to Deal	49	52
China port to Deal	98	108
Anjer to Deal	79	85
China port to London	102	110*
Anjer to London	83	87

*Howe and Matthews say that the FLYING DUTCHMAN sailed from Shanghai (some 900 miles up the China coast from Canton) on "Oct. 8, 1855; passed Anjer, the 31st, and reported arrival at London, Jan. 9, 1856, in a passage of 93 days." If these historians are correct, the British dates beyond Anjer are in error; some other vessel must have been confused with the FLYING DUTCHMAN, and the ship's run from Anjer to London would be 70 days and to Deal 68 days, which is fast sailing, but by no means impossible for a ship with the demonstrated speed of the "DUTCHMAN." Cutler records the 1855-1856 passage as a 110-day run to London from Shanghai, but he gives the 1854 passage as a 98-day run from Macao to Gravesend. There is a possibility of confusion in certain records, as the fast American clipper ship KINGFISHER of 1,286 tons arrived at Deal, England, on Jan. 24, 1856, after a passage of 96 days from Macao and 78 days from Anjer. In any event, the FLYING DUTCHMAN in 1854 made the fastest run from the Hong Kong area to London during a period of a year or more, and the 1855-1856 passage from Shanghai to London, even if 110 days to the unloading dock, beat the run of any ship sailing from that Chinese port for England during the period from Aug. 1855 to Sept. 1856.

The sailing record of the *Flying Dutchman* in the California, China, and Australia trades was uniformly excellent. No ship can show better and more consistent deep-sea performances under canvas on all the Seven Seas than George B. Daniels' Webb-built clipper *Flying Dutchman* under the command of her sole master, Capt. Ashbel Hubbard, who was in her from the beginning to the end.

The record and description of the *Young America,* the second clipper ship owned by George B. Daniels, are given in Volume III of this work (pages 2085-2097) under the caption, "The *Young America* and *David Crockett*—the Greatest of All Clippers as 'Cape Horners' Considering the Length and Quality of Their Service in the California Trade." In the book published by William H. Webb that contains reproductions of the lines and sail plans of most of his outstanding vessels constructed during the years 1840-1869 appear the drawings of "The Clipper Ship

Young America; built in 1853," with the dimensions stated as "length on deck 235 ft., beam molded 40 ft. 2 in., and depth of hold 25 ft. 9 in." The lines of the *Young America* show a very superior model for a clipper ship of her period; she had a rather less than moderate deadrise, with an easy bilge and a rather pronounced tumble home. She had very fine stern lines and good bow lines, although she could have been given more flare forward to advantage. Nevertheless, the deck forward shows a pretty fair width, and the lines show a superior model. She had a rounding stern, with very small overhang; indeed, the taffrail projects little, if any, beyond the aft edge of the rudder. The vessel had an excellent sail plan and carried five yards on the fore and mizzen and six on the mainmast—according to the builder's drawing. An artist's reproduction of the ship as she is said to have appeared in the fifties shows her with six yards on both the fore and main and five on the mizzen. The *Young America* was a big ship for her day, measuring 1,961 tons. The mean draft was 22 ft., and she had a deadrise of 20 in. She had three complete decks and a poop 42 ft. long. The strong and excellently designed wood hull was reinforced throughout her length with diagonal iron bracing 3¾ in. wide, spaced 4 ft. apart and well bolted to the framing. As originally built, her spars were lofty and her main yard was 104 ft. long. With her big original sail plan, she required a large crew and on her maiden voyage sailed from New York with a complement of seventy-five all told, including four mates and sixty able seamen. (Years later, she was operated with a crew of "forty-seven to fifty hands all told.")

The *Young America* cost $140,000, or $71.40 per registered ton. The New York press, in early June 1853, referred to the "matchless symmetry and finish" of "this beautiful clipper," then loading for California, and added: "She possesses every element of a fast sailer, being both sharp and buoyant, and if she has the luck to get an average share of fair wind and weather, her trip to the Golden State will doubtless be the opening of a new book in the records of navigation. She is the champion of New York, and to be in advance of all is *Young America's* manifest destiny." Carl C. Cutler, in GREYHOUNDS OF THE SEA—THE STORY OF THE AMERICAN CLIPPFR SHIP, says that the *Young America* was "Webb's last extreme clipper and something more than the apple of his eye"; she was "one of the most noted as well as one of the most beautiful belles of 1853," was "heavily rigged and expensively finished, and was generally regarded as Webb's finest clipper." Howe and Matthews, the Massachusetts marine historians, writing of the *Young America* in AMERICAN CLIPPER SHIPS, refer to her as the last clipper built by William H. Webb, of New York, and "his masterpiece." They state, "For beautiful lines and general handsome appearance, she was not excelled by anything afloat."

Because of "certain invidious comparisons" made in early May 1853 between the *Young America* and the Donald McKay-built clipper *Sovereign of the Seas* (2,421 tons; built in 1852), then lying at New York after the completion of her first round voyage, and the printing of extreme and biased statements in the New York press that boosted the big clipper and were derogatory to the *Young America* and New York clippers in general, the friends and business connections of William H. Webb became "pretty well fed up" with the propaganda of McKay and his Boston associates. They urged Webb to challenge McKay and the owners of the *"Sovereign"* to a race from New York around the Horn to San Francisco with Webb's newly built ship, the *Young America.* The following extracts are taken from the press:

New York, May 14, 1853.

To the Editor of the New York HERALD:

Dear Sir.—My attention having been called to an article in the EVENING POST of Thursday last, headed "The Clipper Ship *Sovereign of the Seas*—A Challenge to the World," I wish to state in reply that I am ready to bet the sum of ten thousand dollars on the ship *Young America,* Captain D. S. Babcock, the last ship of my construction, and now loading at the foot of Dover Street, East River, against the ship *Sovereign of the Seas.*

The trial to be made on the terms proposed, viz., from New York to San Francisco, both vessels loaded and to sail together, or within thirty days of each other.

Yours respectfully,
Wm. H. Webb.

As a result of this challenge, the New York HERALD published under date of May 19, 1853:

We have received the following relative to the contemplated race between the clipper ships *Sovereign of the Seas* and *Young America*:

A CARD.—The owner of the *Sovereign of the Seas* begs to state, in answer to the letter from Mr. Webb in Monday's HERALD, that, though he himself never challenged any ship to a sail against the *Sovereign of the Seas,* he would nevertheless have felt happy to take up the gauntlet, if the present state of the California freight market did not pre-

clude the possibility of laying her on in that direction with any advantage. The *Sovereign of the Seas* will have to make, in all probability, an intermediate trip to England, and the owner can only hope that on her return the better feeling for California will enable him to lay her on again for San Francisco—and then, to sail her for the stipulated amount against any clipper which Mr. Webb is willing to match against her.

Whatever the real reason may have been, the owners of the *Sovereign of the Seas* declined to meet the challenge of the *Young America,* and the ships never met, although the Webb-built vessel sailed steadily in the Cape Horn trade for some thirty years. In the summer of 1853, freight rates to California were very good and profitable, even though they had declined somewhat from the extreme and artificial highs of 1850-1852. The *Young America,* sailing in 1853, enjoyed a freight revenue per ton actually in excess of that obtained by the *Sovereign of the Seas* the preceding year. (The *Young America,* a ship of 1,961 registered tons, obtained $86,400 in 1853, and the *"Sovereign,"* a ship of 2,421 registered tons, had received a total of $98,000 in freight and passage money in 1852.) In contradiction to the statement of "the owner of the *Sovereign of the Seas,"* records show that in May and June of 1853 freight offerings to California were heavy and the rates good and profitable. During the time that the *"Sovereign"* was lying in New York (May 6-June 18), sixteen high-class clippers cleared eastern ports for San Francisco with good paying cargoes. During April, May, and June of 1853, an average of twelve clipper ships per month sailed from northeastern United States Atlantic ports for San Francisco. That trade held up well in volume is shown by the fact that forty clippers were loaded and dispatched from such ports in August, September, and October—an average of 13⅓ sailings for California per month.

The *Young America* cleared from New York on her maiden voyage, with Capt. David S. Babcock (late of the *Swordfish*) in command, on June 10, 1853, and reached San Francisco on May 29 after a passage of 110 days (elapsed time, clearing to arrival, 111 days; claimed, pilot to pilot, 109 days; reported, anchorage to anchorage, 110 days). This was a good run, but was somewhat of a disappointment to her builder, command, owners, and friends. However, Cutler says that this maiden voyage westbound was the fastest passage of all clipper ships leaving an eastern port in June. The following table giving the sailing performance of all the ten authenticated clipper passages to San Francisco from May 27 to June 21, 1853, inclusive, illustrates comparatively the quality of the *Young America's* sailing on her initial voyage around Cape Horn:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	Claimed
WHITE SWALLOW; 1853; 1,192	Lovett	Hayden & Cudworth, Medford, Mass.	Boston	May 27	Oct. 24	150	149
WINDWARD; 1854; 818	Whiting	Trufant & Drummond, Bath, Maine	New York	May 31 (June 1)	Nov. 3	156 (155)	150
MESSENGER; 1852; 1,350	Smith	Jacob Bell, New York	Phila-delphia	May 31 (June 2)	Oct. 6	128 (126)	122
JUNIPER; 1853; 514	Parsons	Robbinston, Maine	Boston	June 6	Jan. 4, 1854	212 (at Callao 8 days)	208
GAZELLE; 1851; 1,244	Dollard	W. H. Webb, New York	New York	June 9	Oct. 7	120	119
YOUNG AMERICA; 1853; 1,961	Babcock	W. H. Webb, New York	New York	June 10	Sept. 29	111	110 and 109
GREY HOUND; 1848; 537	Snow	Meads & Horney, Baltimore	Baltimore	June 13	Nov. 9	149	132 at sea
ATALANTA; 1852; 1,289	Wallace	Gardner & Palmer, Baltimore	New York	June 20	Oct. 24	126	124
BONITA; 1853; 1,127	Winsor	E. & H. O. Briggs, South Boston	Boston	June 21	Nov. 9	141	141
WILD RANGER; 1853; 1,044	Sears	J. O. Curtis, Medford, Mass.	Boston	June 21	Oct. 25	126	125

Another ship, WESTERN STAR (Captain Thayer), claimed by her owners to be a clipper, sailed from Boston May 27 in company with the WHITE SWALLOW and reached San Francisco on Nov. 11, 1853, after a passage of 168 days.

The average length of the passages of the ten ships, other than *Young America,* sailing from eastern ports between May 27 and June 21, 1853, was 147.6 days. The only vessels sailing from an eastern port between April 29 (spring) and October 4 (fall) of 1853 that made passages westbound as good as or faster than the run of the *Young America* were the following three New York-built clippers, two of which were designed and constructed by the builder of the *Young America:*

Name of Clipper and Tonnage	Captain	Year Built	Builder	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
						Elapsed Time	Claimed
INVINCIBLE; 1,769 tons	Johnson	1851	W. H. Webb, New York	May 21	Sept. 9	111	110
FLYING DUTCHMAN; 1,257 tons	Hubbard	1852	W. H. Webb, New York	June 23	Oct. 7	106	106
CONTEST; 1,099 tons	Brewster	1852	J. A. Westervelt, New York	July 6 (July 8)	Oct. 24	110 (also stated as 108)	110

During this period of April 29-October 4, 1853, the average length of the westward around-the-Horn passages to San Francisco of sixty clipper ships—other than the *Young America*—was 133.8 days.

Notwithstanding the excellent sailing record of the *Young America* and the capability of her master, Captain Babcock, it would seem that this truly great vessel and fast clipper would have made still better time on her passages, when carrying her original large spars and sail spread, if Captain Babcock had more consistently followed the sailing routes and directions as outlined by Lieutenant Maury, U.S.N. These were scientifically and unemotionally based on many thousands of observations of the direction and force of winds and ocean currents by practical men navigating the Seven Seas. If Captain Babcock had followed Lieutenant Maury's sailing directions explicitly at the time that the *Young America* sailed from New York on her maiden voyage, he could have benefited from the recorded data of some thousand skippers and their voyages on the waters that he had to traverse to reach his destination—the Golden Gate. It was generally felt at that time by "hard-boiled," practical seafaring officers of the merchant fleet that Maury's suggested route and sailing directions lessened by thirty days the time of the run from Atlantic Coast ports to San Francisco. Known as a "wind searcher," Captain Babcock wandered far away from the course suggested by the experiences of the past—and the very recent past at that. His departures from the route outlined by history were at times very unfortunate and detrimentally affected the sailing record of his vessel and her reputation for speed.

The *Young America,* on her second westbound passage around the Horn, left New York on July 2 and arrived at San Francisco on October 20, 1854, after a fast run—considering the weather, wind and seas—of 110 days. This was the shortest of forty-three clipper ship passages made with departure from an East Coast port during the period from May 27 to November 12, 1854. The following record gives all the eighteen clipper ship passages made with sailings between June 9 and July 29, 1854:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days
			Port	Date 1854		
STAR OF THE UNION; 1852; 1,057	Stahl	J. O. Curtis, Medford, Mass.	New York	June 9	Oct. 14	127
NOR'WESTER; 1854; 1,267	Eldridge	Samuel Lapham, Medford, Mass.	New York	June 13	Oct. 14	123
KATE HOOPER; 1853; 1,489	Jackson	Hunt & Wagner, Baltimore	New York	June 15	Oct. 25	132
VICTORY; 1851; 670	Neal	Benjamin Dutton, Newburyport, Mass.	New York	June 17	Dec. 23 (via Valparaiso)	189

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Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days
			Port	Date 1854		
GRACE DARLING; 1854; 1,197	Doane	E. & H. O. Briggs, South Boston	New York	June 17	Nov. 7	143
CLIMAX; 1853; 1,051	Freeman	Hayden & Cudworth, Medford, Mass.	New York	June 24	Nov. 8	137
MIDNIGHT; 1854; 962	Hatch	Fernald & Pettigrew, Portsmouth, N.H.	Boston	June 30	Oct. 25	117
LIVE YANKEE; 1853; 1,637	Thorndike	Horace Merriam, Rockland, Maine	New York	June 29	Oct. 20	113
YOUNG AMERICA; 1853; 1,961	Babcock	W. H. Webb, New York	New York	July 2	Oct. 20	110
MORNING STAR; 1853; 1,105	Foster	J. T. Foster, Medford, Mass.	Boston	July 3 (July 2)	Nov. 27	147
JOHN LAND; 1853; 1,054	Percival	E. & H. O. Briggs, South Boston	Boston	July 6	May 13, 1855 (via Valparaiso and Tahiti)	311
RAPID; 1853; 1,115	Corning	Roosevelt & Joyce, New York	New York	July 12	Nov. 25	136
CONTEST; 1852; 1,099	Brewster	J. A. Westervelt, New York	New York	July 12	Nov. 17	128
FEARLESS; 1853; 1,184	Manson	A. & G. T. Sampson, East Boston	Boston	July 18	Nov. 19	124
OCEAN TELEGRAPH; 1854; 1,495	Willis	J. O. Curtis, Medford, Mass.	New York	July 22	Nov. 24	125
THOMAS WATTSON; 1848; 349	Lyle	C. Goodwin & Co., Baltimore	Philadelphia	July 25	Dec. 14 (stated also as Dec. 12 and 140 days)	142
CELESTIAL; 1850; 860	Palmer	W. H. Webb, New York	New York	July 29	Dec. 8	132
STING RAY; 1854; 985	Kirby	Eckford Webb, New York	New York	July 29	Dec. 8	132

The average length of these seventeen passages (other than the 110-day run of the *Young America*) was 144.6 days, and excluding the long and unfortunate voyages of the *Victory* and *John Land,* the average length of the other fifteen passages was 130.5 days. The average length of passage to San Francisco of the forty-two clipper ships clearing East Coast ports during the period from May 27 to November 12, 1854 (five and a half months), excluding *Young America,* was 135 days.

The *Young America* cleared New York March 26 and sailed on March 29, 1856, on her third voyage, arriving in San Francisco on July 14 after a good passage of 107 days. This was the fastest run to California of the sixty-three clipper ships that sailed from East Coast ports during the period from February 21 to October 3, 1856, and the average length of passage of the sixty-two clippers (other than the 107-day run of the *Young America*) was 142.4 days. Considering the wind and seas encountered, this 107-day passage of the *Young America* was "a remarkable bit of sailing." Terrific weather was experienced off Cape Horn, and while the ship was lying to during the night of May 18, her jib boom was broken into three pieces. The following table shows the record of the fifteen clipper ships that sailed from East Coast ports between March 7 and April 28, 1856. The average length of the fourteen passages—other than that of the *Young America*—was 133.6 days.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days
			Port	Date 1856		
MASTIFF; 1856; 1,031	Johnson	Donald McKay, East Boston	Boston	Mar. 7	July 19	134
SIERRA NEVADA; 1854; 1,942	Penhallow	Tobey & Littlefield, Portsmouth, N.H.	New York	Mar. 9	July 15	128
SYREN; 1851; 1,064	Foster	John Taylor, Medford, Mass.	New York	Mar. 12	July 25	135

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Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days
			Port	Date 1856		
FLYING CLOUD; 1851; 1,782	Reynard	Donald McKay, East Boston	New York	Mar. 13	Sept. 14 (via Rio de Janeiro)	185
MORNING LIGHT; 1853; 938	Johnson	William Cramp, Philadelphia	Phila-delphia	Mar. 17	Aug. 12	148
EAGLE WING; 1853; 1,174	Waters	J. O. Curtis, Medford, Mass.	New York	Mar. 25	July 23	120
YOUNG AMERICA; 1853; 1,961	Babcock	W. H. Webb, New York	New York	Mar. 29 (cleared Mar. 26; also stated as Mar. 28 sailing and 108 days elapsed time)	July 14	107
ALARM; 1856; 1,184	Matthews	E. & H. O. Briggs, South Boston	Boston	Apr. 4 (also stated Apr. 7 and 131 days)	Aug. 16	134
MARY L. SUTTON; 1856; 1,448	Rowland	Charles Mallory, Mystic, Conn.	New York	Apr. 5	July 26	112
NEPTUNE'S FAVORITE; 1854; 1,347	Lane	Jotham Stetson, Chelsea, Mass.	Boston	Apr. 8	July 31	114
NORTH WIND; 1853; 1,041	Gore	A. C. Bell, New York	New York	Apr. 8 (also stated July 30 and 113 days)	July 31	114
COEUR DE LION; 1854; 1,098	Tucker	George Raynes, Portsmouth, N.H.	New York	Apr. 18	Aug. 26	130
COMPETITOR; 1853; 871	Wade	J. O. Curtis, Medford, Mass.	Boston	Apr. 19	Sept. 13	147
EUREKA; 1851; 1,041	Canfield	J. A. Westervelt, New York	New York	Apr. 26	Aug. 26	122
JOHN GILPIN; 1852; 1,089	Ring	Samuel Hall, East Boston	New York	Apr. 28 (cleared)	Sept. 22	147

During the clipper ship era, the *Young America* made a fourth westbound passage around the Horn to California, which was an unfortunate one. Capt. David S. Babcock was no longer in command, and Capt. Nat Brown, Jr., was master. Clearing New York January 30, 1859, the ship was partially dismasted during a severe North Atlantic gale when only two days out. Instead of returning to New York or some North American port for permanent and workmanlike repairs (if the ship's command, officers, and crew were incapable of making effective repairs), Captain Brown continued on his way, but was compelled to put into Rio de Janeiro 47 days out from New York. The repairs and replacing of spars occupied about fifty-eight days, and the ship left Rio on May 15 and arrived at San Francisco on July 24. The elapsed time for the complete passage was 175 days, but the total time at sea was 117 days (claimed 116 days). Captain Brown reported the run of 70 days from Rio to San Francisco as "a passage of 69 days and the second fastest run on record between the ports." The experience of the *Young America* was somewhat similar to that of the *Flying Cloud*. Under the command of Capt. Josiah P. Creesy, the *Flying Cloud* was driven hard, but was fortunate; she made five westbound runs to California averaging some 102 days per passage. On the first voyage after Captain Creesy's retirement and under the command of Captain Reynard, she was partially dismasted in the Atlantic, put into Rio de Janeiro, and took 185 days to complete the passage from New York to San Francisco. On the California run, the *Young America* never had the benefit of the ideal sailing conditions enjoyed by the *Flying Cloud* in 1851 and 1854, but the average of her three westward passages made under the command of Capt. David S. Babcock was 109 days. (This compares favorably with the average of 110 days for the three normal passages of the *Flying Cloud* made in 1852, 1853, and 1855.) When Captain Babcock retired and Captain Brown took command, the *Young America*—like the *Flying Cloud*—was dismasted in the Atlantic, had to put into Rio, and was 175 days (elapsed time) completing the passage from New York to San Francisco.

The fourth voyage of the *Young America* westbound was made under extremely severe sailing conditions, as the following record of other ships sailing about the same time clearly proves. Three clippers that escaped disaster to spars and rigging required an average of over 150 days to make the passage around the Horn to San Francisco, and two clippers that were partially dismasted and had to put into port for repairs took an average of 195 days to complete the journey from the port of departure to San Francisco.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1859	Length of Passage in Days Port to Port	Remarks
			Port	Date 1859			
NORTHERN EAGLE; 1854; 665	McKinney	Andrew Burnham, East Boston	New York	Jan. 25	Aug. 1	188 (reported 190)	Partially dismasted. Put into Rio.
CHALLENGER; 1853; 1,334	Winsor	R. E. Jackson, East Boston	New York	Jan. 26	Aug. 15	201	Partially dismasted. Put back to New York.
YOUNG AMERICA; 1853; 1,961	Brown	W. H. Webb, New York	New York	Jan. 30	July 24	175 (reported 174)	Partially dismasted. Put into Rio.
WIZARD; 1853; 1,601	Woodside	Samuel Hall, East Boston	New York	Jan. 31	June 24	144	Heavy weather.
BELVEDERE; 1857; 1,322	Jackson	Paul Curtis, East Boston	Boston	Feb. 8	July 17	159	Heavy weather.
FLYING EAGLE; 1852; 1,004	Bates	William Hitchcock, Newcastle, Maine	New York	Feb. 28	Aug. 1	154	Heavy weather.

The clipper ship *Sparkling Wave* (665 tons), which cleared New York on March 18, 1859, did not reach San Francisco until February 6, 1860, after a passage of 325 days via Rio and Valparaiso. The *Rattler* (1,121 tons), sailing from New York March 21, 1859, reached San Francisco August 30 after a passage of 162 days. The *Waverly* (749 tons), sailing from Boston March 31, arrived at the Golden Gate on September 12—166 days out. The Baltimore-built *Cherubim* (1,796 tons) left New York May 9, 1859, had to put into Valparaiso, and reached San Francisco November 19 after a passage of 193 days. The *Golden Eagle* (1,121 tons), built at Medford, Mass., in 1852, sailed from New York May 23, 1859, and did not reach San Francisco until December 24 after a "terrible passage of 217 days" (recorded also as 215 days). Other 1859 long clipper ship passages were:

Name of Clipper	Year Built	Tonnage	Length of Passage in Days
JOHN LAND	1853	1,054	270 (via Valparaiso)
WILD ROVER	1853	1,100	173 (also given as 179)
AREY	1856	1,123	170
WEST WIND	1853	1,071	170
ZEPHYR	1854	1,184	168 (also given as 167)
REYNARD	1856	1,051	165 (returned to Boston for repairs)
FRANCIS A. PALMER	1854	1,426	164 (also given as 172)
WEBFOOT	1856	1,091	159 (also given as 152)

During a period of twenty-seven years, in which the *Young America* made twenty-three westward Cape Horn passages to San Francisco (twenty from New York and three from Liverpool), the ship had the wonderful and unequaled record of making an average length of passage of 117 sailing days and 119.4 days, dock to dock, for all these voyages and of never taking longer than 139 days under canvas to complete a passage. On this her longest sea passage (winter of 1870-1871), she encountered bad sailing conditions and in the Northern Hemisphere required 38 days on the run from New York to the equator, while in the North Pacific she was held within 400 miles of her destination for ten days. On her next slowest passage of 136 days (1877), she encountered violent eastern gales immediately upon leaving New York and made practically no progress for thirteen days; thereafter, she experienced only "adverse sailing conditions." On the 131-day passage (in the winter of 1871-1872), she was 34 days from New York to the equator and within about 700 miles of San Francisco for over a week. On her passage of 130 days (in 1867), the ship was nineteen days off Cape Horn and was becalmed ten days in 20° N. Pacific. In 1876, when she made a passage of 125 days, the vessel was seven days covering only 20 miles on her course, in light airs, in 33° N. Pacific. In 1863, her passage being 117 days, the ship was within 600 miles of her destination when 105 days out. The fastest time made by the

Young America from New York to San Francisco was 102 days; yet a total of her best sailing performance over the five sections of the course aggregates only 79 days.

The *Young America's* outstandingly fast westward around-the-Horn passage from a North Atlantic port to San Francisco was a run from Liverpool. She left the Lancashire dock October 12, 1872, but did not clear land and discharge her pilot off the Tuskar until October 16. The ship made a very fast record run to the equator in 15 days 6 hours, crossing the line October 31, and was abreast of Pernambuco on November 3 in 17 days 19 hours after dropping her pilot. She was off the Horn November 29 in 43 days 12 hours and reached 50° S. Pacific in 51 days out, which constituted an all-time sailing record. The *Young America* then encountered poor winds, covering only 727 miles in a week's time. The equator in the Pacific was crossed on January 3, 1873, when the ship was 79 days out. She was 100 miles southwest of the Golden Gate on January 18, 94 days out, and was then obliged to tack offshore. She did not make anchorage until January 20, 99 days from Liverpool and 96 days from pilot, and both are all-time record runs. It looked at one time as if the *Young America* on this voyage would make an all-time record between any North Atlantic port and San Francisco that would probably never be equaled in the history of sail, but she was severely handicapped by light and baffling winds and by adverse weather conditions after passing 50° S. on the Pacific Ocean run. Her first eleven days' sailing in the North Atlantic showed excellent and remarkably uniform mileage per day. On the first day, she logged 340 nautical miles at an average speed of 14.2 knots; on the second day, 268 miles, making an average for the first two days of 304 miles and an average speed for two days of 12.7 knots. On the third day, she logged 230 miles and on the fourth day out, 300 miles, thus covering 1,138 miles in four days, or an average of 284½ miles a day at an average speed of 11.9 knots. Her fifth to eleventh day's runs were 207, 212, 255, 260, 227, 225, and 223 miles, respectively. This made a total mileage for eleven consecutive days of 2,747 nautical miles, or 249¾ miles per day and an average speed for the eleven days of 10.4 knots. This run was made particularly interesting because the fast British iron ship *La Escocesa,* known as "the Scottish Lady," challenged the *Young America* to a race from Liverpool to San Francisco. *La Escocesa,* built by Gourlay, of Dundee, Scotland, in 1868, was conceded to be "one of the fastest ships afloat," and she boasted of a transatlantic run westbound from Liverpool to New York in only 10 days 23 hours. The *Young America* beat *La Escocesa* by seventeen days on the passage and, accepting a challenge for a race on the return voyage to Liverpool, again decisively defeated the British ship by fourteen days. The sailing record of the two vessels on this round voyage is given in Volume III (pages 2089-2090).

Sailing eastward around Cape Horn, the *Young America* has a record that is impressive and unequaled. Averaging only 98 days on her thirteen passages to New York, she made seven of these runs in 99 days or under. Her best performance of 83 days is the all-time record for a cargo-laden ship. This run was even faster than the record shows, for the vessel, clearing San Francisco on March 15, 1870, crossed the equator in 16 days, rounded the Horn 42 days out, was at the Atlantic equator on the 64th day, and was within ten miles of the Sandy Hook Lightship at 8:00 A.M. on June 4 in less than 81 days from San Francisco, having averaged 8 knots for the record passage. Unfortunately, a thick fog set in, no pilot appeared, and the ship had to haul offshore; the next day she took a pilot, 82 days after dropping her San Francisco pilot. The following year the *Young America* went over the same course in 86 days, which is the second fastest passage for a loaded ship. In 1875 she made the run from San Francisco to Sandy Hook Lightship in 91 days 12 hours and did some wonderful sailing under most varied conditions. On the first three days out from the Golden Gate, the ship, in light airs, averaged only 78 miles per day and some 3 knots; yet she crossed the Pacific equator only 15 days 22 hours out and was off Cape Horn in 41 days 1 hour. Crossing 50° S. Atlantic 44 days out, the ship ran into a strong head (northwest) gale and heavy seas. The log tells us that at this time the ship, under courses and single reefed topsails, with water flying over everything under lower yards, was making 11 knots. At 10:00 A.M., she sighted the *City Camp* on the lee bow, 77 days out from Portland, Ore., going 5 to 6 knots under lower topsails, and at noon the *City Camp* was out of sight astern.

On the fastest passage of the *Young America* eastbound from San Francisco to Liverpool, the vessel sailed March 12, 1874, crossed the Pacific equator in 17 days, passed Cape Horn only 41 days 10 hours out, and was in 38° 28′ S. and 39° 16′ W. on the 49th day—another all-time sailing record. Thereafter, however, the ship had light or contrary winds; she passed Cape Clear

98 days out and arrived at Liverpool June 23, 102 days 12 hours from bar to bar. We are told that in the Channel the *Young America* passed twenty ships bound the same way in one day. On this passage, the Webb-built clipper (with her spars and sail spread cut down from what they were originally and manned by a small "economic" crew) covered 16,317 miles—an average of 159¼ miles per day and 6⅝ knots—and beat Donald McKay's *Glory of the Seas* by fifteen days.

Capt. Arthur H. Clark, who in 1910 wrote the first authoritative history of American clipper ships (THE CLIPPER SHIP ERA), credits the *Young America* with runs from San Francisco to New York of 83 and 85 days and from San Francisco to Liverpool of 103 days; also, with a run from Liverpool to San Francisco of 99 days. He says that her average time, port to port, on twenty consecutive passages from New York to San Francisco was 117 days.

A comparison of the length of the twenty-three westward Cape Horn passages of the *Young America,* arranged in groups (of consecutive sailings), is stated herewith:

Length in Days			
Voyages 1 to 5	Voyages 6 to 11	Voyages 12 to 17	Voyages 18 to 23
	120	139	125
110	117	131	136
110	130	99	117
107	109	107	116
117	117	117	102
117	122	112	111
112.2 (average)	119.1 (average)	117.5 (average)	117.8 (average)
Total of 23 westward passages, 2,688 days; average, 116.9 days.			

The following table gives a record of passages made by the *Young America* other than those in the direct North Atlantic-San Francisco Cape Horn service:

Year	From	To	Elapsed Time in Days
1854	Honolulu	New York	96
1855	Manila	New York	101
1865	"	" "	99
Average of the two passages, Manila to New York			100 days
1853	San Francisco	Honolulu	12
1854	San Francisco	Hong Kong	42
1856	" "	" "	44
1865	" "	" "	45
Average of the three passages, San Francisco to Hong Kong			43⅓ days
1858	Liverpool	Melbourne	63
1860	"	"	79
Average of the two passages, Liverpool to Melbourne			71 days

On the first voyage, the *Young America* returned from San Francisco to New York by way of Honolulu, arriving at her home port April 7, 1854. The return part of her second voyage was by way of Hong Kong and Manila. On the third voyage, the ship left San Francisco August 5, 1856, for Hong Kong; she then took coolies to Melbourne, thence went to Singapore and Rangoon; she cleared the latter port July 31, 1857, for Mauritius, where she arrived September 2. She was at Falmouth, England, October 30 (having made the run from Rangoon via Mauritius in 91 days) and proceeded to Bremen to discharge, following which she went to Liverpool to load for Melbourne. She sailed April 18, 1858, and arrived June 20 after a record passage of 63 days. (Editor's note: This run is also stated as 71 days, with arrival June 29.) Returning to New York (which she reached in December), the *Young America* went to Singapore, sailed thence September

24, 1858, and passed Anjer October 5 and the Cape of Good Hope on October 30. She made the run between these points in 25 days—the record. In the spring of 1860, the *Young America* again went out from Liverpool to Melbourne and returned via Callao (Melbourne to Callao, 49 days; Callao to Liverpool, 86 days); she reached New York on April 26, 1861, after a transatlantic passage of 39 days, in ballast, from London. Her next voyage was from New York (July 27) to Liverpool, thence to Glasgow, where she loaded merchandise and live sheep for New Zealand, arriving at Oamaru on February 2, 1861. Returning via Callao, she suffered damage to her spars in a fierce tropical tornado and put into Plymouth, 87 days out from Callao.

The *Young America* was kept busy and did not "lay up" during the depression of 1857-1858 or during the Civil War. However, throughout her career under the American flag—from June 10, 1853, to October 6, 1883, with the exception of the years 1857-1858 and 1860-1862—all her passages were from North Atlantic ports to San Francisco. In 1865, however, she was diverted from a return direct passage from California to the North Atlantic. Once more she proceeded to circumnavigate the globe, sailing from San Francisco January 14 for Hong Kong and later going to Manila, for which port she sailed, laden, April 16. She cleared Java Head May 18, passed the Cape of Good Hope June 10, crossed the Atlantic equator July 2, and took pilot outside of New York on July 23 after a passage of 65 days 12 hours from Java Head. This the second fastest run on record between the points was only three days longer than the phenomenal passage of the *Sea Witch* in 1847 and two days shorter than the *Panama's* fast run in 1854-1855.

In addition to a hard 39-day passage, in ballast, from London to New York in 1861, the *Young America* made the following four North Atlantic crossings, all westbound, and three of them under severe winter conditions with high seas and against westerly gales:

	From	To	Elapsed Time in Days
March 1863	Antwerp	New York	32
April 1864	Liverpool	New York	29
July 1873	Liverpool	New York	23
Average of the three westward transatlantic runs.....			28 days

Incidentally, the finest average westward passage of the fastest transatlantic sailing packets entering the port of New York, throughout the years, was 28 days for the big *Amazon,* 29 days for the *Yorkshire* (reputed to be "the fastest Atlantic packet"), and 30 days for the *Devonshire, York,* and *Palestine.*

The *Young America* holds a unique record as a consistent, fast sailer. She made unusually uniform, fast passages, but never boasted of phenomenally high day's runs or "unbelievable" short-time "spurt speed" as did so many other clippers. Yet the *Young America* made not only complete record passages between distant ports but also remarkably fast runs over different sections of various voyages, many of which have never been equaled. On two occasions, the ship, en route to California, ran to the Atlantic equator in 19 days, and on one occasion she sailed from the line to 33° S. in 12 days; on another trip, she reached 35° S. in 14 days from the equator and, on a third passage, ran from the line to 50° S. in 22 days. On one voyage westbound, the *Young America* passed Cape Horn 54 days out from New York; on another, 58 days out; on a third, she crossed 50° S. Pacific only 57 days out from New York. On one passage, the Pacific equator was crossed 79 days from New York; on another, 80 days. On her record 96-day run from Liverpool to San Francisco, pilot to pilot, the ship was in 50° S. Atlantic when only 39 days 6 hours out. Another remarkable sailing record was made when the *Young America* rounded the Horn (50° S. Atlantic to 50° S. Pacific) from July 17 to July 23, 1876, which constituted a passage around the Horn in only 6 days—an all-time, unequaled record—and this in midwinter weather in the Southern Hemisphere. It is generally admitted that these waters are undoubtedly "the most difficult traverse for a sailing ship" in the whole world.

The record time of 6 days from 50° S. Atlantic to 50° S. Pacific was not the only phenomenally fast time of the *Young America* in rounding Cape Horn; in November 1869, she covered the distance in 7 days and in August 1853 in 8½ days. Running up the Pacific from 50° S. in 1853, the ship made the equator in 18 days and San Francisco in 40 days; in 1879 she again crossed the line in 18 days and made port in 42 days, and in 1875 she was at the equator in 19

days and passed through the Golden Gate on the 43rd day. In January 1881, the *Young America* ran from the Pacific equator to San Francisco in 16 days, and the last two and a half days were spent in a storm within 84 miles of the Golden Gate. In 1866 and again in 1873, she made the run in 17 days and in 1854 in 18 days. From the Atlantic equator to the line in the Pacific, she was 52½ days in 1853, 54 days in 1869, and 56 days in both 1856 and 1873. From the Atlantic equator to San Francisco, she was 74 days in 1853, 77 days in 1881, 80 days in 1873, 81 days in 1869 and 1873, and 83 days in both 1876 and 1880.

Sailing eastward in the Cape Horn service, the *Young America* ran from San Francisco to the equator in 15 days 22 hours in 1875, 16 days in 1870, and 17 days in 1874. She passed Pitcairn's Island 24 days out in both 1874 and 1875. The ship rounded Cape Horn in 41 days 1 hour out from San Francisco in 1875 and in 41 days 10 hours out in 1874. In the latter year, when 49 days out, she was in 38° 28′ S. and 39° 16′ W., and the year following, at the same time (i.e., 49 days out from the Golden Gate), she was in 39° 23′ S. and 34° 24′ W.—which indicates unusually uniform sailing. In 1875 the *Young America* ran from the Atlantic equator to Sandy Hook Lightship in 16 days 20 hours. On her record run of 1870, she covered this distance in 17 days and ran from Cape Horn to Sandy Hook in 39 days. On this same memorable voyage, she crossed the Atlantic equator 64 days out from San Francisco and made the run from the line in the Pacific to the line in the Atlantic in 48 days.

The *Young America* was a "Cape Horner," and this trade route did not offer opportunities —either eastbound or westbound—for great daily runs for protracted periods (as did the South Atlantic and Indian Ocean in Australian passages) or for phenomenal day's runs and remarkable mileage for a few consecutive days (as did the North Atlantic crossing eastbound in winter). Notwithstanding the limitations and relative handicaps for speed records associated with the trade routes in which she was engaged, the *Young America* has many notable sailing performances to her credit. When homeward bound from San Francisco to New York in 1876, laden, she reeled off 1,423 nautical miles in four days; this is an average of 355¾ miles per day and over 14.82 knots. The distance covered on each of the four consecutive days was 365, 358, 360, and 340 miles, respectively. During her best day, she averaged 15.2 knots and at times logged 17 knots; during the day of lowest mileage, she averaged 14.2 knots. In 1870, on the same trade course, the *Young America* covered 1,784 miles in one week—an average of 255 miles per day. In 1875 she did even better than this, for during the month of March the ship traveled 6,438 miles (an average of 208 miles per day for thirty-one consecutive days) and in one week covered 1,803 miles—an average of 258 miles per day. During these entire periods, no heavy winds or favorable gales—necessary for high speed under canvas—were experienced, and the best day's run of the week in which she averaged 258 miles (or 10¾ knots) was only 270 miles (or 11¼ knots). This good, maintained sailing performance was followed a little later by a distance of 1,667 miles covered in seven days—an average of 238 miles per day—with 260 miles for the highest day's run for the week. Running westward, the *Young America* in 1872 covered 340, 268, 230, and 300 miles—an average of 284½ miles per day and over 11.8 knots—for four consecutive days; this was followed by a run of 1,610 miles in a week's time, and the ship covered 2,748 miles in eleven days—an average of 250 miles per day and over 10.4 knots. (Her best day's run for the period averaged 14.2 knots, and her highest logged speed during that day was 16 knots.)

The *Young America* had several skippers after her original master, Capt. David S. Babcock, left her in 1859. Capt. "Nat" Brown, Jr. (of the small clipper *Malay*), who succeeded him, lasted only one voyage and was followed by Captain Carlisle. He had the ship until the spring of 1863, when Captain Jones took her for one voyage. He was succeeded by Capt. George Cumming, whose ship (*Winged Racer* of 1,767 tons) had been destroyed in 1863 by the Confederate raider *Alabama.* Capt. John L. Manson, formerly of the *Golden Fleece* and the *Valparaiso,* took command in June 1874, and he was followed in April 1876 by Capt. E. C. Baker (formerly of the *Black Hawk*), who turned the ship over to his brother, Capt. H. T. Baker, in 1882. Her last American commander was Capt. Charles Matthews, who took charge at San Francisco in May 1883. That the *Young America* should have shown such splendid, consistent sailing ability for some thirty years when under the command of nine different American skippers is eloquent testimony to the quality of the design and construction of the Webb-built clipper. The *Flying Cloud* had her Captain Creesy, but the ship did nothing of importance following the five voyages on which Captain Creesy was in command. The *Young America,* however, not only had her Captain

Babcock during the years 1853-1858 but also had her Captain Cumming and Capt. E. C. Baker, under whom the vessel did some great sailing and made some of her fastest voyages.

Considering her strenuous, maintained sea life of some thirty-three years, during which she was operated steadily as a full-rigged ship over the world's most severe trade routes, the *Young America* was remarkably free from mishaps. She struck an uncharted reef off Cape St. Roque on October 2, 1870 (an incident on her 139-day passage from New York to San Francisco—her longest all-time sea run between the ports), but she jettisoned some of her cargo and got off without sustaining any serious damage or springing a leak. On December 3, 1868, while off the Plate bound for California, the ship was struck by a whirlwind without warning and, it is said, "thrown on her beam ends." The continuing gale "carried away the foreroyal, the main topgallant, and the mizzen-top and topgallant masts." The ship righted herself, and after repairs that occupied ten days, she was on her way again and arrived at San Francisco only 117 days out from New York. Some nine and three-quarters years earlier, Captain Brown, with the loss of the ship's main-topmast and mizzen-topgallant mast, had put into Rio de Janeiro for repairs, and the vessel had been kept in port about fifty-seven or fifty-eight days to do the work that could have been done permanently in ten days in New York. Captain Cumming did a great deal more replacing and repairing of spars at sea in a strong but temporary fashion and then, under this jury rig, made a wonderfully fast journey around the dreaded Cape Horn to San Francisco. We are told that he brought his ship through the Golden Gate and to anchorage in San Francisco Harbor "looking like a yacht, with standing rigging well set up and everything shipshape."

The third partial dismasting at sea of the *Young America* occurred on the passage from Callao to Antwerp when, in a sudden violent tornadic gale (9° north of the equator), she lost her fore-topmast, fore and main topgallant masts with the spars and sails and had the main-topsail yard sprung, with much damage to deck structures, fittings, and gear. Captain Carlisle was then in command, and under jury rig he put into Plymouth on October 30, 1862, rather than continue against head winds through the narrow Straits of Dover and up the North Sea and the Scheldt. With patched-up spars, sails and rigging, the ship had sailed from 9° N. and 32° W. to 50½° N. and 4° W. and the stated destination. Flushing, at the mouth of the Scheldt, is at 51½° N., 3½° E. In 1866, when thirteen years old, the *Young America* was thoroughly overhauled and reconditioned in San Francisco. Clearing San Francisco for the last time on June 2, 1883, she was badly battered in rounding the Horn and, when 60 days out, put into Rio for repairs to save damage to her cargo of wheat. After a port detention of some three weeks, the ship continued her voyage, reaching New York on October 6—126 days out from San Francisco; Captain Matthews reported the passage as "100 sailing days on the course."

The *Young America* was sold in October 1883, following her arrival in New York, and went under the Austrian flag, becoming known as the *Miroslav;* hailing port, Buccari. She was thirty and a half years old when sold abroad for the reported sum of $13,500. The ship engaged in transatlantic trade for about two and a half years. On February 17, 1886, she sailed from the Delaware Breakwater poorly manned and ran into violent winter gales. She was not heard from thereafter. She went to a watery grave under sail, but she had neither a competent American skipper in command nor an adequate crew aboard. The *Young America* evidently sank in waters near where Donald McKay's largest ship, the *Great Republic,* foundered on March 5, 1872. Whereas the Webb ship was thirty-three years old when she "went missing," the McKay ship's end is a definite matter of record, and that big vessel foundered when eighteen and a half years old and after seventeen years of sea life (February 24, 1855-March 5, 1872). Each ship was under foreign registry and was being cheaply and inefficiently operated when her end came.

The *David Crockett,* generally known as the *Young America's* great rival in the Cape Horn trade, was designed and built to run as a packet ship between New York and Liverpool. Next to the *Young America,* she has the finest record of any Cape Horner of either the extreme or medium clipper ship types. With her registered tonnage of 1,679 tons (old measurement), she had good capacity for her fine lines and carried about 1,950 tons deadweight. The *David Crockett* was launched on October 18, 1853, from the yard of her builders, George Greenman & Company, of Mystic, Conn., for the account of Handy & Everett, of New York. She had an ideal model of the medium clipper type, which was a good compromise of a hull shaped for speed and one for carrying capacity of paying freight. Seagoing qualities were especially considered, and while heavily sparred the vessel was not as lofty as most of her clipper competitors; neither was she

anywhere near as handsome as the *Young America.* The *David Crockett* was, nevertheless, a businesslike, good-looking craft of a substantial and well-wearing type. She crossed three skysails and while in the California run retained the old single topsail on the mizzenmast.

The *David Crockett* (1,679 tons) was of the same type of ship as the *Andrew Jackson* (1,679 tons) and the *Dreadnought* (1,413 tons), all being sturdy, good-carrying, "medium" sharp clippers with a moderate spar plan, but spreading a good area of canvas without reaching too high to get it. Of this trio of outstanding, famous ships, the *"Crockett"* and *"Jackson"* were built at Mystic, Conn., and the *Dreadnought* at Newburyport, Mass.; not one of them was the product of either a New York or Boston builder. The *David Crockett* holds a record for length of service as a square-rigger unchanged in rig, and her sailing performance in the Cape Horn run was beaten by only one ship—Webb's extreme clipper *Young America.* The *Andrew Jackson,* after her rig was changed following one experimental voyage in the California run, made a record for fast sailing in the New York-San Francisco service at the end of the clipper ship decade and holds the all-time record for a fast run between the ports. The *Dreadnought* made history as a transatlantic packet and was the most spectacular and popular sailer as well as the fastest sailing vessel in the North Atlantic trade during the period 1853-1863, when the fight between steam and sail was at its height. Unfortunately, both the *"Jackson"* and *Dreadnought* came to untimely ends—and this due to no defect in the design and construction of the ships themselves. The *Andrew Jackson* was wrecked in Gaspar Straits in December 1868, and the *Dreadnought* was becalmed and, drifting ashore, was wrecked on the Atlantic side of the tip of the South American continent in July 1869. Both the *David Crockett* and *Dreadnought* were built as medium clipper transatlantic packets; the latter ship was without an equal when engaged for some ten years in the North Atlantic trade under the command of Capt. Samuel Samuels, but gave a mediocre performance during her brief career as a Cape Horner during the years 1864-1869. The *"Crockett,"* on the other hand, was said to have been somewhat of a disappointment to her owners as a transatlantic packet, but a phenomenal success in making both fast runs and money when she was put in the California trade in 1857.

From November 1853 to March 1857, the *David Crockett* was operated in the Handy & Everett line of New York-Liverpool packets, with the exception that in 1855 she made a round voyage from Liverpool to India, running out to Aden in 85 days and returning from Bombay in 104 days. While in the North Atlantic trade, notwithstanding the statements of writers to the contrary, the *"Crockett"* did some good sailing—considering management and sailing conditions; for on one voyage she went from New York to Liverpool in 19 days and returned in 25 days, or a total of 44 days, dock to dock, for a round trip under canvas. Howe and Matthews write of the *David Crockett,* "The result of a brief packet experience was her withdrawal from the transatlantic route and transference to the California trade, where she rightly belonged." In the New York-California Cape Horn service, the *David Crockett* proved to be a fast, reliable, and profitable vessel, and after her entry into this trade in 1857, she operated in it steadily for about twenty-six and a half years, making twenty-five round voyages between New York and San Francisco. During this period, she had four masters, as follows:

Name of Commander	Number of Passages Made	Years	Voyage No.
Capt. Joseph W. Spencer	1	1857	1
Capt. P. E. Rowland	2	1858-1859	2-3
Capt. John A. Burgess	13	1860-1874	4-16
Capt. John Anderson	9	1874-1883	17-25
Total	25	1857-1883	1-25

Captain Rowland, who commanded the *David Crockett* for two voyages, made a good record later as the master of the clipper *Mary L. Sutton* (1,448 tons) throughout her sea life (1856-1864). Capt. John A. Burgess, who made a fine record with the *"Crockett,"* had command of her for over fourteen years (from early 1860, when she sailed from New York on March 2, until the time of his death at sea). He was washed overboard and drowned June 25, 1874, in a heavy gale off the Plate. John Anderson, the first mate of the *"Crockett,"* took her into Liverpool, where she arrived August 10, 1874, after a run of 107 days from the Golden Gate. Anderson was

thereupon appointed to the command and continued as master as long as she operated as a sailing ship. Historically, the name of Capt. John A. Burgess is definitely and intimately connected with the *David Crockett*. Under his command, the ship did some splendid and quite uniform, good sailing. Captain Burgess, of Somerset, Mass., was a college-educated man (Brown University). Originally going to sea on account of ill-health, he became a practical and technical navigator and had been in command of the *Narragansett, Monarch of the Seas,* and *Governor Morton* before taking charge of the *David Crockett*. The *Governor Morton* (1,430 tons) was built in 1851 by James M. Hood, of Somerset, Mass. (Captain Burgess' home town), for Handy & Everett, of New York, the original owners of the *David Crockett*. The construction of the *Governor Morton* had been supervised by Captain Burgess, who took the vessel on three voyages in the California trade during the years 1852-1855 and averaged over 117 days on the three westward passages. On the last run, the *Governor Morton* left New York December 15, 1854, and reached San Francisco April 2, 1855, making the passage in the fast time of 104 days, during which the ship was 12 days off Cape Horn. (This was the fastest westbound passage in seven months.) It was unfortunate that on the homeward run of Captain Burgess' last voyage on the *David Crockett* in 1874 (he had announced his intention to retire), he should have been swept overboard and drowned while clearing away some tackle that had jammed during a heavy gale and high running seas off the South American coast in the Atlantic. During the clipper ship decade, the *David Crockett* made four voyages in the California Cape Horn trade, and while performing creditably on these voyages and making excellent runs eastbound, she made no conspicuously good passages westbound. It was not until 1861 that the *"Crockett"* (on the second voyage with Captain Burgess in command) commenced to show her quality as a Cape Horner; but from 1863, when the *Young America* returned to the California service, until 1878 the Mystic-built, good-carrying ship gave the finer and handsomer "New York Clipper Queen" real competition for speed honors in the North Atlantic-San Francisco trade.

There is some confusion in the printed records of historians covering the *David Crockett's* first voyage westbound in the Cape Horn service. The date of arrival at San Francisco is definite, viz., July 19, 1857; the sailing date from New York as stated by several authorities (including Cutler) is March 10, which gives a passage of 131 days. However, both Cutler and Howe and Matthews record the run as a "122-day passage," and the Boston historians conspicuously omit the date of sailing, as obviously the generally stated date of leaving New York (March 10) does not check with the claim of a 122-day passage. Whereas the *Young America* emphatically outsailed any clipper that sailed from port anywhere near the date of her departure and for many weeks and months both before and after it, the *David Crockett* has no such record covering her voyages prior to the Civil War. The following record gives the sailing performance of the *"Crockett"* in comparison with that of the several clippers that sailed a short time before or after the Mystic-built ship on each of her first four Cape Horn westbound voyages:

First Voyage — 1857

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Port to Port	Claimed
RINGLEADER; 1853; 1,156	Matthews	Hayden & Cudworth, Medford, Mass.	Boston	Feb. 17	June 21	124	122
RED ROVER; 1852; 1,021	Logan	Fernald & Pettigrew, Portsmouth, N.H.	New York	Feb. 28	July 4	126	124 (also 123)
OSBORN HOWES; 1854; 1,100	Kelly	Hayden & Cudworth, Medford, Mass.	New York	Mar. 3	July 30	149	147
WILD HUNTER; 1855; 1,081	Sears	Shiverick Bros., East Dennis, Mass.	Boston	Mar. 7	July 15	130	129
DAVID CROCKETT; 1853; 1,679	Spencer	George Greenman & Co., Mystic, Conn.	New York	Mar. 10	July 19	131	122
ELIZABETH F. WILLETS; 1854; 825	Holmes	Charles Mallory, Mystic, Conn.	New York	Mar. 25	Aug. 2	130	130
MARY L. SUTTON; 1856; 1,448	Sisson	Charles Mallory, Mystic, Conn.	New York	Mar. 28 (sailed Apr. 1)	Aug. 19	144	143 (also 140)

(Continued on next page)

First Voyage — 1857 — *Continued*

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Port to Port	Claimed
FAIR WIND; 1855; 1,299	Stroot	E. & H. O. Briggs, South Boston	Boston	Apr. 1	Sept. 9	161	158 (146 s.d.)
BLACK HAWK; 1857; 1,109	Bowers	W. H. Webb, New York	New York	Apr. 2	July 30	119	119

Second Voyage — 1858

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Port to Port	Claimed
BLACK WARRIOR; 1853; 1,828	Murphy	Austin & Co., Damariscotta, Maine	New York	Mar. 10	July 2	114	114
DEFENDER; 1855; 1,413	Robinson	Donald McKay, East Boston	New York	Mar. 13	Aug. 13	153	150
WITCHCRAFT; 1850; 1,310	Boott (or Boolt)	Paul Curtis, Chelsea, Mass.	Boston	Mar. 13	Aug. 30	170	170 (via Valparaiso)
ORACLE; 1853; 1,196	Wood	Chapman & Flint, Thomaston, Maine	New York	Mar. 14	July 1	109	109
DAVID CROCKETT; 1853; 1,679	Spencer	George Greenman & Co., Mystic, Conn.	New York	Mar. 24	July 19	117	116
FLYING DRAGON; 1853; 1,127	Little	Trufant & Drummond, Bath, Maine	New York	Mar. 25	July 30	127	126
WEST WIND; 1853; 1,071	Baxter	Joshua T. Foster, Medford, Mass.	Boston	Mar. 25	Aug. 11	139	137
MORNING STAR; 1853; 1,105	Foster	Joshua T. Foster, Medford, Mass.	New York	Mar. 31	Aug. 4	126	125
RINGLEADER; 1853; 1,156	Matthews	Hayden & Cudworth, Medford, Mass.	New York	Apr. 3	July 27	115	114
JOHN LAND; 1853; 1,054	Bearse	E. & H. O. Briggs, South Boston	Boston	Apr. 6	July 24	109	108

Third Voyage — 1859

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Port to Port	Claimed
KATHAY; 1853; 1,438	Stoddard	J. A. Westervelt, New York	New York	Mar. 10	July 9	121	121
BELLE OF THE WEST; 1853; 936	Howes	Shiverick Bros., East Dennis, Mass.	Boston	Mar. 11	July 25	136	133
OCEAN EXPRESS; 1854; 1,697	Willis	J. O. Curtis, Medford, Mass.	New York	Mar. 13	Aug. 1 (also stated as 137 and 136 days)	141	140
AMOS LAWRENCE; 1856; 1,396	Nickerson	Donald McKay, East Boston	New York	Mar. 13	Aug. 1	141	140
DAVID CROCKETT; 1853; 1,679	Rowland	George Greenman & Co., Mystic, Conn.	New York	Mar. 16	July 27	133	131
WHITE SWALLOW; 1853; 1,192	Crosby	Hayden & Cudworth, Medford, Mass.	New York	Mar. 16	July 27	133	131
SPARKLING WAVE; 1853; 665	McCort	Mason Barney, Swansea, Mass.	New York	Mar. 18	Feb. 6, 1860	325	324 (via Rio and Valparaiso)
NOR'WESTER; 1854; 1,267	Savory	Samuel Lapham, Medford, Mass.	Boston	Mar. 19	July 28	131	131 (also 129)
RATTLER; 1852; 1,121	Almy	George Thomas, Rockland, Maine	New York	Mar. 21	Aug. 30	162	162
METEOR; 1852; 1,068	Melville	E. & H. O. Briggs, South Boston	New York	Mar. 26	July 23	119	114

Fourth Voyage — 1860

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Port to Port	Claimed
CARRIER DOVE; 1855; 1,694	Montell	James Abraham, Baltimore	New York	Feb. 3	June 8	126 (also 127)	126
HERALD OF THE MORNING; 1853; 1,294	Mitchell	Hayden & Cudworth, Medford, Mass.	Boston	Feb. 7	May 25	108	108
OCEAN PEARL; 1853; 847	Crowell	Joshua Magoun, Charlestown, Mass.	New York	Feb. 17	June 29	133	132
EUTERPE; 1854; 1,985	Arey	Horace Merriam, Rockland, Maine	New York	Feb. 25	June 25	121	118
DAVID CROCKETT; 1853; 1,679	Burgess	George Greenman & Co., Mystic, Conn.	New York	Mar. 2	July 3	123	123
COMET; 1851; 1,836	Todd	W. H. Webb, New York	New York	Mar. 9	June 30	113	113
WITCHCRAFT; 1850; 1,310	Boott (or Boolt)	Paul Curtis, Chelsea, Mass.	New York	Mar. 20	July 29	131	131
JACOB BELL; 1852; 1,381	Frisbie	A. C. Bell, New York	New York	Mar. 20	July 15	117	117
STORM KING; 1853; 1,400	Callaghan	John Taylor, Chelsea, Mass.	New York	Mar. 27	Aug. 21	147 (also 148)	147

In 1866 the *David Crockett* ran from New York to San Francisco and return to Philadelphia in 234 days, of which 208 days were at sea and 26 days in port. In 1872-1873 the ship ran from New York to San Francisco and return to Liverpool in 206 days at sea. The fastest westward passage of the *"Crockett"* from New York to San Francisco was her fourteenth voyage over this course. She sailed from New York Harbor on November 5, 1871, crossed the equator 21 days out (and 20 days after dropping pilot), was at 50° S. in the Atlantic 51 days out, rounded the Horn in 12 days, and crossed 50° S. in the Pacific 63 days out. She was at the equator in the Pacific 83 days out and arrived at San Francisco February 17, 1872, 104 days from New York (103 days, pilot to pilot). The fastest eastbound passage of the ship was a run of 89 days (reported as 88 days) made on the last leg of her fifth Cape Horn New York-San Francisco voyage. On the homeward run of her second voyage, she left San Francisco October 17, 1858, and arrived at New York January 15, 1859, after a passage of 90 days, reported as "some hours under 89 days." It was said that on this run the ship "was only 13 days from the equator to Hatteras and like to break the record, but the wind hauling ahead she was 4 days thence to Sandy Hook."

Whereas the record of the *David Crockett* compares very favorably with that of the *Young America,* it would seem that in strict competition, with conditions even, the *Young America* was the faster sailer and somewhat the better of the two rival ships. The record of the *Young America* shows that she made no "spotted" voyages, with dates selected and consideration given to the season of the year, probable sailing conditions, and competition. From the first, the ship was operated as a trading vessel, and the objective was "get the cargo, go to sea, deliver it quickly, then get another cargo and do all the business and make all the money possible each month and each year." An outstanding fact in the sailing performance of the *Young America* is that she was never beaten or equaled by any ship that ever sailed with her or that encountered her at sea. The vessel proved her superiority under canvas to any ship that sailed against her or that made a passage under the same general conditions that she encountered or at the same approximate time. Many reputedly fast ships claiming remarkably speedy runs failed to show up well when they sailed with the *Young America,* and she became known as a "debunker" of the claims for speed of competitive ships as well as "the Queen of the Seas" and, to use a British historian's words, "that amazing, extraordinary and unrivalled, steady, fast sailer—the Yankee clipper *Young America.*" Capt. Arthur H. Clark, in THE CLIPPER SHIP ERA, has written:

The two most successful ships in after years were the *David Crockett* and *Young America.* Both were built in 1853, and both continued in the San Francisco trade until 1883, during which time the *David Crockett* made her best twelve passages from New York to San Francisco in an average of 109-7/12 days each, her best being 102 days in 1872. The *Young America,* during this period, also made twelve passages in an average of 110-7/12 days each, her best being 102 days in 1880.

As these ships were by many years the oldest survivors of the California clippers, there was a good deal of rivalry between them, and their records show that they were very evenly matched. It should, however, be remembered that about the year 1860 their spars and canvas were considerably reduced and that they were fitted with double topsail yards, all of which hampered their speed in moderate weather. Indeed, they resembled two faded beauties who in their youth had been rival belles.

These figures would seem to give the *"Crockett"* a shade the better in the question of speed, but the records cannot be said to justify this claim when all conditions are considered. However, from 1861 to 1878, the Mystic-built ship did some wonderful sailing on her westbound passages around Cape Horn, making only one slow run (137 days) in sixteen consecutive voyages and averaging only 113½ days per passage. This is a better average than that recorded by the *Young America* during the same years or for any similar number of consecutive voyages, but the average length of passages over the same trade route made at different times and seasons of the year is no true criterion of relative speed. A comparison of the speed of sailing ships can be made only when they sail in company and experience the same conditions of wind and sea. The times of sailing and arrival of the *Young America* are definite, but this condition does not fully apply to the records available of the operation of the *David Crockett.* The length of the first three passages of the *Young America* westward around the Horn averaged 109 days; the first three voyages of the *David Crockett* showed an average time of passage of 127 days, although 123 days was claimed. On the fourth voyages, the *David Crockett* took 123 days for the passage (being 14 days off Cape Horn), but the *Young America* experienced trouble, was partially dismasted, and evidently badly handled. She took 175 days, dock to dock (174 days, pilot to pilot); however, only 117 days were spent at sea, as she lay in Rio de Janeiro for fifty-seven or fifty-eight days for repairs that should have been made without a break in the voyage and could have been handled in a permanent manner in a week's time if the ship had been at New York. These runs were all made during the clipper ship decade of 1850-1860.

Following the depression at the end of the fifties and during and after the Civil War period, the spars and sail plan of all clippers that were still kept in service were cut down very materially in order to reduce operating expenses, both in the repairing and manning of the ships. The *Young America* was affected far more by this cut-down of spars and sail spread, required in the interest of economy of operation (number of crew and maintenance expenses, with cost of repairs and replacements), than was the medium clipper *David Crockett,* which, from the first, had been fitted with a moderate sail spread and operated with a relatively small crew. Basil Lubbock, after analyzing the sailing performances of the two American clippers that persisted in the Cape Horn trade until the eighties, has written: "I do not believe that the *David Crockett* was capable of the big runs made by *Young America,* and probably her best speed per hour was not much over 15 knots; but she was one of those all-round vessels which were hard to keep up with and still harder to get away from in any type of weather or conditions of sea." The *David Crockett* retired from the Cape Horn service about the same time as the *Young America.* She was operated as a square-rigged sailing vessel until May 1890 (i.e., for thirty-six and a half years), when she was sold and converted into a three-masted barge fitted with pole masts and leg-of-mutton sails. Her career ended when she was wrecked in February 1899. The *David Crockett* was, therefore, operated thirty-six and a half years as a square-rigged sailing ship. (For the last few years, she was apparently bark-rigged.) She was forty-six years old when she went ashore and was lost.

A comparative lifetime sailing record of the *Young America* and *David Crockett* in the California Cape Horn trade, covering the period 1853-1883, is given in Volume III (page 2095).

Olyphant & Company, New York

Olyphant & Company, of New York, was the owner or part owner of four clipper ships, and all were built by George Raynes at Portsmouth, N.H., during the years 1850-1853 inclusive. (The firm is referred to in certain records of 1851 as Oliphant & Son.) Olyphant & Company was interested primarily in the China trade, and its quartet of clippers was designed and dimensioned for that service. None of the vessels was built with the Cape Horn trade in mind, although the most famous—and, incidentally, the largest—of the fleet, the *Wild Pigeon,* won honors on most of the prime trade routes on the Seven Seas, including the California run. In this service, larger and more powerful vessels had a decided advantage—particularly on the westbound passage and in the rounding of the Horn against the prevailing heavy winds and seas. The four Olyphant clipper ships averaged only 824½ tons register, the smallest being the *Tinqua* of 668 tons, launched October 2, 1852, and the largest being the *Wild Pigeon* of 996 tons, launched July 31, 1851. The following list gives a comparison of the dimensions and particulars of the ships that comprised the Olyphant clipper fleet. The last two of the vessels built were unfortunately short-lived; the *Tinqua* was wrecked when only two years and three months old, and the *Wild Duck* was stranded and condemned when only three years and two months old. The loss of these fine little ships was due to no fault of the vessels themselves and to no shortcomings in either the design or construction.

				Dimensions in Feet and Inches		
Name of Clipper	Launched	Builder	Tonnage	Length	Beam	Depth
ROMAN	1850	George Raynes, Portsmouth, N.H.	774½	152- 8	33- 4	16- 6
Owned by D. W. C. and Robert M. Olyphant and Joseph D. Taylor, New York.						
WILD PIGEON	July 31, 1851	George Raynes, Portsmouth, N.H.	996	178	35	20
Sold in 1865 at Valparaiso. In 1868, was Spanish ship BELLA JUANA of Barcelona; later named VOLADORA and bark-rigged. Abandoned at sea in 1892.						
TINQUA	Oct. 2, 1852	George Raynes, Portsmouth, N.H.	668	145	31- 9	19
On Jan. 13, 1855, on voyage from Shanghai to New York, wrecked off Cape Hatteras and became a total loss.						
WILD DUCK	Aug. 13, 1853	George Raynes, Portsmouth, N.H.	860	175	35- 4	22- 8
Went aground on bank of River Min, China, early Oct. 1856; condemned and sold "as she lay." Later refloated and towed to Foochow for repairs, but never again sailed under American flag.						

The *Roman* of 774½ tons, built in 1850 by George Raynes, of Portsmouth, N.H., for D. W. C. and Robert M. Olyphant and Joseph D. Taylor, of New York, was not an "out-and-out" clipper. The lines and sail plan of the ship and the record of the vessel prove that the builder's and owners' claims that the *Roman* was of clipper type were correct. The ship, with a medium fullness of model, carried a good sail spread. The New England-built fast sailers designed for the China trade prior to the construction of the *Surprise* of 1,261 tons (launched by Samuel Hall at East Boston, Mass., October 5, 1850) were rather full-modeled but heavily sparred ships. The *Roman,* while given good end lines, had a compromise hull, for carrying capacity—both dead-weight and volume—was not sacrificed in any quest for high speed. The *Roman* was the fourth American vessel to sail in the China-Britain tea trade after Britain revised its Navigation Laws and let down the bars, thus permitting foreign ships to enter British ports with cargoes from abroad. She was the third American ship to reach an English port with tea from China, arriving in London on January 17, 1851, from Whampoa, forty-five days after the pioneer American ship *Oriental* of 1,003 tons had ended her historic passage and closely following the Medford-built *Argonaut* of 575 tons. (Cutler says that the *Roman* and *Argonaut* arrived at London on the same day.) The record of the *Roman* in the China-to-England tea trade is given in Volume IV.

In the winter of 1852-1853, the *Roman* made her one passage to the westward around Cape Horn and did some very good sailing. With Capt. Henry L. Hepburn in command, the ship cleared

New York December 18, 1852, and reached San Francisco April 17 after a passage of 120 days elapsed time, clearance to entry, and a run as reported of only 115 days. This performance of the *Roman* can be compared with that of the clipper ships *John Stuart, Flying Childers,* and *Red Rover* as follows:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
JOHN STUART; 1851; 1,654	Ferris	Perrine, Patterson & Stack, New York	New York	Dec. 17	May 4	138	134
FLYING CHILDERS; 1852; 1,125	White	Samuel Hall, East Boston	Boston	Dec. 18	Apr. 10	113	113
ROMAN; 1850; 774½	Hepburn	George Raynes, Portsmouth, N.H.	New York	Dec. 18	Apr. 17	120	115
RED ROVER; 1852; 1,021	Putnam	Fernald & Pettigrew, Portsmouth, N.H.	New York	Dec. 18	Apr. 19	122	117 claimed net at sea
			Put into Juan Fernandez two days.				

During this run out to San Francisco, an interesting race occurred between the *Roman* and *Red Rover,* which had also been built at Portsmouth, N.H., but by a rival yard. The *Red Rover* was a real clipper ship and very sharp and was 247 tons, or 32 per cent, larger than the two-and-a-half-year-old fuller-bodied *Roman.* It was thought that the new ship would be "about 10 to 15 days faster than the *Roman* on the Cape Horn westward passage." The older, smaller and fuller-modeled *Roman* beat the new Portsmouth-built clipper by two days elapsed time and by two days reported net time on the run from New York to San Francisco. Each ship cleared on December 18, 1852, but the *Roman,* under her new captain (Hepburn), reached the port of destination on April 17, or two days before Capt. William O. Putnam sailed the *Red Rover* through the Golden Gate.

The queen of the Olyphant fleet was the *Wild Pigeon,* an extreme clipper of 996 tons, launched by George Raynes from his Portsmouth, N.H., yard on July 31, 1851. The relative size, date of launching, and identity of builder of what were probably the twenty-four most famous clippers built in the United States during that year are set forth herewith:

Name of Clipper	Tonnage	Builder	Date of Launching 1851
GAZELLE	1,244	W. H. Webb, New York	Jan. 21
N. B. PALMER	1,399	Westervelt & Mackey, New York	Feb. 5
RACER	1,669	Currier & Townsend, Newburyport, Mass.	Feb. 8
SHOOTING STAR	903	James O. Curtis, Medford, Mass.	Feb. 8
TYPHOON	1,611	Fernald & Pettigrew, Portsmouth, N.H.	Feb. 18
SOUTHERN CROSS	938	E. & H. O. Briggs, East Boston	Mar. 19
WITCH OF THE WAVE	1,498	George Raynes, Portsmouth, N.H.	Apr. 6
FLYING CLOUD	1,782	Donald McKay, East Boston	Apr. 15
TELEGRAPH	1,069	James O. Curtis, Medford, Mass.	May
CHALLENGE	2,006	W. H. Webb, New York	May 24
NIGHT-INGALE	1,066	Samuel Hanscomb, Jr., Portsmouth, N.H.	June 16
STAFFORD-SHIRE	1,817	Donald McKay, East Boston	June 17
HORNET	1,426	Westervelt & Mackey, New York	June 20
RAVEN	712	James M. Hood, Somerset, Mass.	July 1
COMET	1,836	W. H. Webb, New York	July 10
GOLDEN GATE	1,341	J. A. Westervelt, New York	July 12
WILD PIGEON	996	George Raynes, Portsmouth, N.H.	July 31
INVIN-CIBLE	1,769	W. H. Webb, New York	Aug. 6
TRADE WIND	2,045	Jacob Bell, New York	Aug. 12
FLYING FISH	1,505	Donald McKay, East Boston	Sept.
SWORD-FISH	1,036	W. H. Webb, New York	Sept. 20
NORTHERN LIGHT	1,021	E. & H. O. Briggs, South Boston	Sept. 25
HURRI-CANE	1,608	Isaac C. Smith, Hoboken, N.J.	Oct. 25
GOVERNOR MORTON	1,430	James M. Hood, Somerset, Mass.	Nov. 22

Of the before-mentioned twenty-four outstanding clippers launched in 1851, it will be noted that ten (including all the three largest ones) were built in Greater New York, seven in Greater Boston, four at Portsmouth, N.H., two at Somerset, Mass., and one at Newburyport, Mass. Of the individual builders, William H. Webb, of New York, launched five of the ships, and the Westervelt yard of New York and Donald McKay at East Boston each launched three.

The *Wild Pigeon* was a relatively small ship, which was natural, as she was designed and built for the China trade and was placed in the California service only because of the great demand for floating tonnage in the Cape Horn run, with the associated unprecedentedly high freight rates. The *"Pigeon,"* considering the time of her building and the trade for which she was intended, had the relatively small deadrise of 26 in. in a scant 20-ft. half beam; the tumble home was 6 in., sheer 3 ft., and the model had sharp and long ends, but little flare forward, and an oval stern. The masts were lofty (lower mainmast 85 ft. and topmast 47 ft.; topgallant 26 ft., royal 16 ft. 6 in., and skysail mast 12 ft. 6 in.) and the yards moderately long for a vessel of her tonnage and beam, the main lower yard being 76 ft., topsail 61 ft., topgallant 41 ft., royal 27 ft. 9 in., and skysail 23 ft. The ship crossed skysail yards on each mast, and the masts raked 1¼, 1⅜, and 1½ in. to the foot. The vessel was an "out-and-out" clipper in model and rig and generally considered "one of the most beautiful, jaunty and fastest ships afloat." Notwithstanding the extreme clipper characteristics of the model of the *Wild Pigeon,* that ship was not as sharp-ended as the *Witch of the Wave,* launched from the same yard three months and twenty-five days before the *"Pigeon"* was put overboard. She was not modeled with as sharp lines or a block coefficient of displacement as low as many of the clippers built in 1851 and 1852.

On the first run under canvas, the *Wild Pigeon,* under Captain Buckingham, sailed in ballast from Portsmouth, N.H., to New York in only 40 hours, reaching New York on August 27, 1851. Capt. George W. Putnam then assumed command and was in her for about two years; he was succeeded by Capt. Henry Hanson. For a fast ship, the sailing performance of the *Wild Pigeon* in the westward Cape Horn run was not particularly good. She did her best sailing on her initial passage and made longer runs on each of her next three passages over the course; moreover, she was beaten on each run by one or more clipper ships that covered the course at about the same time. The following record shows the sailing performance of the *Wild Pigeon* on her four westward Cape Horn passages to California:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Geo. W. Putnam	Oct. 14, 1851 (also stated Oct. 13)	Jan. 28, 1852	106 (also stated 107)	106
Length of passage recorded as 102, 104, 106, 107, and 109 days from clearance on Oct. 11. Ship evidently cleared New York Oct. 11, but both the log and the press show that she sailed Oct. 14 and anchored in San Francisco Bay Jan. 28. The COMET sailed Oct. 2 and took pilot off the Golden Gate Jan. 13—103 days from New York.					
No. 2	Geo. W. Putnam	Oct. 12, 1852	Feb. 7, 1853	118	118
Participated in the famous "Deep-Sea Derby," but sailed seventeen to twenty days ahead of the winners and encountered different sailing conditions. The ships sailing nearest to her were the WESTWARD HO, which cleared Oct. 16 (passage, 107 days to port; claimed 103 days to pilot grounds); FLYING DUTCHMAN, which sailed Oct. 15 (passage, a scant 104 days); DAUNTLESS, which sailed Oct. 15 and put into Valparaiso (passage, 120 days, port to port; 116 days net at sea; also given as 117½ days net).					
No. 3	Henry Hanson	Sept. 5, 1853	Jan. 11, 1854	128	126
SWEEPSTAKES left New York Sept. 3 and was 125 days to San Francisco. WINGED ARROW sailed from Boston Sept. 11 and made run of 126 days. JACOB BELL reached San Francisco Jan. 14 after a passage of 122 days from Philadelphia. FLYING FISH arrived at San Francisco the same day as the WILD PIGEON, making the run from Boston in 113 days.					
No. 4	Henry Hanson	Sept. 17, 1854	Jan. 29, 1855	134	134
FLYING FISH, sailing from Boston Sept. 20, made passage in 112 days (claimed 109 days). The bark JANE FALKENBERG, leaving Boston Sept. 6, made run out in 118 days, and CHALLENGE, clearing New York Sept. 4, made the passage in 120 days. Howe and Matthews give the length of passage of the WILD PIGEON as 139 days and say that she was 43 days from New York to the Atlantic equator and, in the South Pacific, was 16 days making seven degrees of latitude.					

In 1862, with spars cut down and a reduced crew, the WILD PIGEON, "economically operated," made her fifth and last westward Cape Horn passage to California, going out from New York to San Francisco in 130 days under unfavorable sailing conditions.

Cutler records the maiden run of the *Wild Pigeon* as 109 days from clearance (October 11) to entry (January 28) and states, "Captain reported 107 days." This length of passage of 107 days did appear in the press, but evidently Captain Putnam claimed a 102-day run. Cutler also states that her elapsed time was 106 days and that she left New York October 14 and not on October 11 as first stated. As the ship experienced a brisk adverse northwest wind when working into port, it is possible that her time to the Farallones may have been a day or two days less than the time required to complete the passage. The *Comet,* on the other hand, made a 103-day passage to pilot off the Golden Gate, but she did not drop her anchor in San Francisco Bay until the next morning, and her total length of passage, port to port, was a scant 104 days. (Howe and Matthews give the date of arrival of the *Comet* at San Francisco as January 12, 1852; whereas it was evidently the morning of January 14. They also state the passage as 103 days and that of the *Wild Pigeon* as 107 days.) The *Wild Pigeon* did beat the *Golden Gate* (1,349 tons) and the *Trade Wind* (2,045 tons) on the run out to San Francisco; for the *Golden Gate,* sailing from New York October 13, went out in 115 days, and the *Trade Wind,* clearing New York October 2, made a passage of 121 days (122 days elapsed from port to port). The best day's run of the *Wild Pigeon* was reported as 300 miles, that of the *Golden Gate* as 296 miles and the *Trade Wind,* 293 miles.

The second westward Cape Horn passage of the *Wild Pigeon* has been given a good deal of publicity because Lieutenant Maury happened to select that little clipper and to analyze the sailing record in comparison with that of three other clippers making westward California passages, which he admits in his own writing did not sail anywhere near together, but weeks apart. It is difficult to understand why a technical man such as Lieutenant Maury, "The Pathfinder of the Seas," should have decided to make the participants of his imaginary race, port to port, ships that sailed over a spread of thirty-three days; whereas he could have selected four ships sailing within a period of four days, three during three days' time, four during a period of six days, and four within two days. The latter quartet of vessels could have been extended to five ships sailing within four days, six in seven days, and seven in eight days. The four clipper ships selected by Lieutenant Maury for his race, which became known as the "California Derby," the "Cape Horn Sweepstakes," and the "Deep-Sea Derby," with a record of their passages, were as follows:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
WILD PIGEON; 1851; 996	Geo. W. Putnam	George Raynes, Portsmouth, N.H.	New York	Oct. 12	Feb. 7	118	118
The ship was in calms and baffling winds 13 of first 19 days. Crossed Atlantic equator on 32nd day. Outsailed FLYING FISH by one day from line running south in Atlantic. Held back 10 days by gales at Cape Horn. Was 25 days in fluky winds north of Pacific equator.							
JOHN GILPIN; 1852; 1,089	Justin Doane	Samuel Hall, East Boston	New York	Oct. 29	Feb. 1	93	93 days 20 hours port to pilot
Best day's run, 315 miles. With better wind gained seven days on the WILD PIGEON in North Atlantic and ten days in North Pacific. Crossed equator Jan. 15, two days behind the FLYING FISH and WILD PIGEON, and beat both ships, on run in, by three days and ten days, respectively.							
FLYING FISH; 1851; 1,505	Edward Nickels	Donald McKay, East Boston	New York	Oct. 31	Jan. 31	92	92 days 4 hours port to anchor
Gained nine days on the WILD PIGEON in the North Atlantic and seven days in North Pacific because of better winds. Was greatly favored over all rivals in rounding Cape Horn. Gained three days on the "GILPIN" by sailing through Straits of Le Maire. Claimed run from Pacific line to Golden Gate "17 days and some hours."							
TRADE WIND; 1851; 2,045	Webber	Jacob Bell, New York	New York	Nov. 13 (stated also as Nov. 14)	Feb. 24	103	103 (reported also as 102 and so stated by Maury)
Took fire and burned for eight hours en route. Crossed Atlantic equator 22 days out. At 50° S. Atlantic on 48th day. Rounding Horn (50° to 50°), 12 days; 50° S. Pacific to equator, 25 days. Crossed line on 86th day. Pacific equator to port, 16 days and some hours.							

If any race occurred, it could be expected that it took place between the *John Gilpin* and *Flying Fish,* which sailed within two days of each other and arrived relatively close together. The *Wild Pigeon,* which sailed seventeen days before the *John Gilpin,* nineteen days before the *Flying Fish,* and thirty-two or thirty-three days before the *Trade Wind,* obviously did not race with any of these ships as far as a passage over the entire course is concerned, and sailing times from port to port are not comparative. The following are extracts from Lieut. M. F. Maury's writings on these passages (THE PHYSICAL GEOGRAPHY OF THE SEA, published New York, 1858):

Four splendid new clipper ships put to sea from New York, bound for California. They were ably commanded, and, as they passed the bar at Sandy Hook, one by one, and at various intervals of time, they presented really a most magnificent spectacle. . . . Like steeds that know their riders, they were handled with the most exquisite skill and judgment, and in such hands they bounded out upon the "glad waters" most gracefully. Each, being put upon her mettle from the start, was driven, under the seaman's whip and spur, at full speed over a course that it would take them three long months to run.

The *Wild Pigeon* sailed October 12; the *John Gilpin,* October 29; the *Flying Fish,* November 1; and the *Trade Wind,* November 14. It was the season for the best passages. Each one was provided with the wind and current charts. Each one had evidently studied them attentively; and each one was resolved to make the most of them, and do his best. All ran against time; but the *John Gilpin* and the *Flying Fish* for the whole course, and the *Wild Pigeon* for part of it, ran neck and neck, the one against the other, and each against all. It was a sweepstake with these ships around Cape Horn and through both hemispheres.

The *Wild Pigeon* led the other two out of New York, the one by seventeen, the other by twenty days. But luck and chances of the winds seem to have been against her from the start. As soon as she had taken her departure, she fell into a streak of baffling winds, and then into a gale, which she fought against and contended with for a week, making but little progress the while; she then had a time of it in crossing the horse latitudes. After having been nineteen days out, she had logged no less than thirteen of them as days of calms and baffling winds; these had brought her no farther on her way than the parallel of 26° North, in the Atlantic. Thence she had a fine run to the equator, crossing it between 33° and 34° West, the thirty-second day out. She was unavoidably forced to cross it so far west; for only two days before, she crossed 5° North, in 30°—an excellent position.

In proof that the *Pigeon* had accomplished all that skill could do and the chances against her would permit, we have the testimony of the barque *Hazard,* Captain Pollard. This vessel, being bound to Rio at the same time, followed close after the *Pigeon.* The *Hazard* is an old hand with the charts; she had already made six voyages to Rio with them for her guide. This was the longest of the six, the mean of which was twenty-six and a half days. She crossed the line this time in 34° 30′, also by compulsion, having crossed 5° North, in 31°. But, the fourth day after crossing the equator, she was clear of Cape St. Roque, while the *Pigeon* cleared it in three days.

So far, therefore, chances had turned up against the *Pigeon,* in spite of the skill displayed by Putnam as a navigator, for the *Gilpin* and the *Fish* came booming along, not under better management, indeed, but with a better run of luck and fairer courses before them. In this stretch they gained upon her—the *Gilpin* seven and the *Fish* ten days; so that now the abstract logs show the *Pigeon* to be but ten days ahead. . . .

The *Flying Fish* found herself, on the 24th of November, alongside of the *Gilpin,* her competitor. They were then both on the parallel of 5° South, the *Gilpin* being thirty-seven miles to the eastward, and of course in a better position, for the *Fish* had yet to take advantage of slants, and stand off shore to clear the land. They had not seen each other.

The charts showed the *Gilpin* now to be in the best position, and the subsequent events proved the charts to be right, for thence to 53° South, the *Gilpin* gained on the *Pigeon* two days, and the *Pigeon* on the *Fish* one.

By dashing through the Straits of Le Maire, the *Fish* gained three days on the *Gilpin;* but here Fortune again deserted the *Pigeon,* or rather the winds turned against her; for as she appeared upon the parallel of Cape Horn, and was about to double round, a westerly gale struck her "in the teeth," and kept her at bay for ten days, making little or no way, except alternately fighting in a calm or buffeting with a gale, while her pursuers were coming up "hand over fist," with fine winds and flowing sheets.

They finally overtook her, bringing along with them propitious gales, when all three swept past the Cape, and crossed the parallel of 51° South, on the other side of the Horn, the *Fish* and the *Pigeon* one day each ahead of the *Gilpin.* The *Pigeon* was now, according to the charts, in the best position, the *Gilpin* next, and the *Fish* last; but all were doing well.

From this parallel to the southeast trades of the Pacific, the prevailing winds are from the northwest. The position of the *Fish,* therefore, did not seem as good as the others, because she did not have the searoom in case of an obstinate northwest gale.

But the winds favored her. On the 30th of December the three ships crossed the parallel of 35° South, the *Fish* recognizing the *Pigeon.* The *Pigeon* saw only a "clipper ship," for she could

not conceive how the ship in sight could possibly be the *Flying Fish,* as that vessel was not to leave New York for some three weeks after she did; the *Gilpin* was only thirty or forty miles off at the same time.

The race was now wing and wing, and had become exciting. With fair winds and an open sea, the competitors had now a clear stretch to the equator of two thousand five hundred miles before them.

The *Flying Fish* led the way, the *Wild Pigeon* pressing her hard, and both dropping the *Gilpin* quite rapidly, who was edging off to the westward.

The two foremost reached the equator on the 13th of January, the *Fish* leading just twenty-five miles in latitude, and crossing in 112° 17′; the *Pigeon* forty miles farther to the east. At this time the *John Gilpin* had dropped two hundred and sixty miles astern, and had sagged off several degrees to the westward.

Here Putnam, of the *Pigeon,* again displayed his tact as a navigator, and again the fickle winds deceived him; the belt of northeast trades had yet to be passed; it was winter; and, by crossing where she did, she would have an opportunity of making a fair wind of them, without being much to the west of her port when she should lose them. Moreover, it was exactly one year since she had passed this way before; she then crossed in 109°, and had a capital run thence of seventeen days to San Francisco.

Why should she not cross here again? She saw that the fourth edition of "Sailing Directions," which she had on board, did not discountenance it, and her own experience approved it. Could she have imagined that, in consequence of this difference of forty miles in the crossing of the equator, and of the two hours' time behind her competitor, she would fall into a streak of wind which would enable the *Fish* to lead her into port one whole week? Certainly it was nothing but what sailors call "a streak of ill luck" that could have made such a difference.

But by this time *John Gilpin* had got his mettle up again. He crossed the line in 116°—exactly two days after the other two—and made the glorious run of fifteen days thence to the pilot ground of San Francisco. Thus end the abstract logs of this exciting race and these remarkable passages.

The *Flying Fish* beat: she made the passage in 92 days and 4 hours from port to anchor; the *Gilpin* in 93 days and 20 hours from port to pilot; the *Wild Pigeon* had 118. The *Trade Wind* followed, with 102 days.

The *Flying Fish* was undoubtedly the fastest of the four clipper ships that Lieutenant Maury, some time after the passages had been made, caused to race against each other for the benefit of his reading public. It would seem that, of the three other ships, the *Wild Pigeon* was capable of the most speed if all were subjected to the same sailing conditions and were in company with the same measure of luck; but in this reputed race she was a poor fourth, or last—a veritable "also ran"—due entirely to the frowns of Dame Fortune. Running up the Pacific in the southern latitudes, with sailing conditions fairly uniform, the *Wild Pigeon* gave the *Flying Fish* a race and ran even with the larger and sharper-modeled clipper for about 2,500 miles; the ships had sighted each other in Lat. 35° S., and they crossed the equator together. During this run, which occupied from December 30, 1852, to January 13, 1853, the *Flying Fish* and *Wild Pigeon* had gained about 220 miles and two days on the *John Gilpin,* but after crossing the line in the Pacific the *Flying Fish* and *John Gilpin* had all the luck and beat the *Wild Pigeon*—which could get no wind—in the run to port by some seven days and five days, respectively. The Maury account of this great, imaginative California sweepstakes demonstrates conclusively that the sailing qualities of wind-propelled ships can be fairly and truly compared only when they sail in company; i.e., under identical conditions of wind and sea. As far as making speed records is concerned, a great ship must be a lucky ship, and the same thought applies with equal force to a commander. Outstanding speed performances at sea have invariably been made by fast ships favored by an unusual measure of good luck, and the captain who happened to be on board at the time gained a reputation partly earned, but which, to a very great degree, came to him by chance and because of the smiles of Dame Fortune.

It was by only a narrow margin that the *Flying Fish* on her October 1852-January 1853 run from New York to San Francisco did not make an all-time record of better than 89 days. Captain Nickels failed to follow Maury's sailing directions when north of the equator in the Atlantic and as a result, according to his own admission (as written in the ship's log), lost "three or four days." Again, the ship, on her 88th day, notwithstanding this three or four days admittedly lost in Lat. 3° to 5° N. Atlantic, was 156 miles nearer her port of destination than was the *Flying Cloud* when she made her claimed 89-day passage in the summer of 1851; but the wind, after favoring the *Flying Fish* for weeks, died down, and the ship was off the Heads for three days in calms and light airs. If Captain Nickels had not made a grave and acknowledged mistake in plotting his course near the Atlantic equator and if the wind in the North Pacific had held about

a day longer, it would seem that the *Flying Fish* would have made a passage from New York to San Francisco in about 87 or 88 days and beaten the all-time sailing record of 89 days 4 hours held by the *Andrew Jackson* and the two passages of some 90 days made by the *Flying Cloud* (claimed as 89 days 21 hours and 89 days 8 hours).

There were eleven clipper ship departures from East Coast United States ports for California during the thirty-three-day period (October 12-November 13, 1852) in which the four ships selected for a race by Lieutenant Maury sailed from New York. Carl C. Cutler, in his comparison of the sailings around this time in what he calls "A Deep Sea Derby," extends the period to November 17 (i.e., four days, or to thirty-seven days) to include fifteen vessels. (The *Tam O'Shanter* of 777 tons, built in 1849 by Enos Soule, Freeport, Maine, which cleared Boston on November 15 and arrived at San Francisco March 26, 1853, after a passage of 131 days elapsed time and 130 days sailing time, is evidently not considered as a clipper, although New Englanders generally regarded her as a half clipper and Howe and Matthews classify her as a medium clipper.) The following comparative list gives the sixteen clipper ships and reputed clippers that sailed from East Coast ports from October 12 to November 17, 1852, inclusive, with a record of their westward Cape Horn passages to San Francisco:

Name of Ship	Captain	Tonnage	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
WILD PIGEON	Putnam	996	New York	Oct. 12	Feb. 7	118	118
FLYING DUTCHMAN	Hubbard	1,257	New York	Oct. 15	Jan. 27	104	103 at sea
DAUNTLESS	Miller	791	Boston	Oct. 15	Feb. 12 (via Valparaiso; also given 117½ net)	120	116 net at sea
WESTWARD HO	Johnson	1,650	Boston	Oct. 16	Jan. 31	107	103 at sea
NORTHERN LIGHT	Hatch	1,021	Boston	Oct. 28	Feb. 23	118	117
JOHN GILPIN	Doane	1,089	New York	Oct. 29	Feb. 1	93	93 days 20 hours port to pilot
FLYING FISH	Nickels	1,505	New York	Oct. 31	Jan. 31	92	92 days 4 hours anchor to anchor
QUEEN OF THE SEAS	Knight	1,356	Boston	Nov. 2 (also given Nov. 1 and 3)	Mar. 11 (via Valparaiso 3½ days)	130 (also given 131)	126 net (also given 127 net)
GREY FEATHER	McLaughlin	587	New York	Nov. 7 (also given Nov. 9)	Mar. 15	128	126
WHIRLWIND	Burgess	960	Boston	Nov. 12	Mar. 11	119	119
TRADE WIND	Webber	2,045	New York	Nov. 13	Feb. 24	103	102
TAM O'SHANTER	Soule	777	Boston	Nov. 15	Mar. 26	131	130
TELEGRAPH	Pousland	1,069	Boston	Nov. 15	Mar. 10	115	114
CONTEST	Brewster	1,099	New York	Nov. 16	Feb. 24	100	100 (claimed 97)
GAME COCK	Hollis	1,392	New York	Nov. 16	Mar. 10	114	114 (also given 113 and 112)
METEOR	Pike	1,068	Boston	Nov. 17	Mar. 10	113	113 (claimed 110)

These sailings were spread over a period of thirty-seven days, and the ships, instead of being grouped and considered as having participated in one great ocean race, should be divided into three or more groups. Eliminating the *Grey Feather* of 587 tons, which was too small for the run and did not sail in any one group, the *Tam O'Shanter* of 777 tons, which was both small and full-bodied and, therefore, outclassed, and the *Queen of the Seas* of 1,356 tons, which was badly

trimmed and unlucky on the passage (she put into Valparaiso and lost thirteen days when she fell to leeward of Cape St. Roque), we have thirteen ships that can be divided into three groups and considered to have sailed three separate races as follows:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
A. Departures—Oct. 12-16							
WILD PIGEON; 1851; 996	Putnam	Geo. Raynes, Portsmouth, N.H.	New York	Oct. 12	Feb. 7	118	118
DAUNTLESS; 1852; 791	Miller	Benj. F. Delano, Medford, Mass.	Boston	Oct. 15	Feb. 12 (via Valparaiso)	120	116 net at sea
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	Oct. 15	Jan. 27	104	103 at sea
WESTWARD HO; 1852; 1,650	Johnson	Donald McKay, East Boston	Boston	Oct. 16	Jan. 31	107	103 at sea
B. Departures—Oct. 28-31							
NORTHERN LIGHT; 1851; 1,021	Hatch	E. & H. O. Briggs, South Boston	Boston	Oct. 28	Feb. 23	118	117
JOHN GILPIN; 1852; 1,089	Doane	Samuel Hall, East Boston	New York	Oct. 29	Feb. 1	93	93 days 20 hours port to pilot
FLYING FISH; 1851; 1,505	Nickels	Donald McKay, East Boston	New York	Oct. 31	Jan. 31	92	92 days 4 hours anchor to anchor
C. Departures—Nov. 12-17							
WHIRLWIND; 1852; 960	Burgess	J. O. Curtis, Medford, Mass.	Boston	Nov. 12	Mar. 11	119	119
TRADE WIND; 1851; 2,045	Webber	Jacob Bell, New York	New York	Nov. 13	Feb. 24	103	102
TELEGRAPH; 1851; 1,069	Pousland	J. O. Curtis, Medford, Mass.	Boston	Nov. 15	Mar. 10	115	114
CONTEST; 1852; 1,099	Brewster	J. A. Westervelt, New York	New York	Nov. 16	Feb. 24	100	100 (claimed 97)
GAME COCK; 1850; 1,392	Hollis	Samuel Hall, East Boston	New York	Nov. 16	Mar. 10	114	114 (also given 113 and 112)
METEOR; 1852; 1,068	Pike	E. & H. O. Briggs, South Boston	Boston	Nov. 17	Mar. 10	113	113 (claimed 110)

In Division A, the two fast and sizable clippers *Flying Dutchman* and *Westward Ho* sailed a great race. The *"Dutchman"* stopped at Rio de Janeiro en route and thereby lost a day, while the *Westward Ho* was hove to off the Golden Gate for four days in fog and calms and could not get wind to enter the bay until the *Flying Fish* brought it with her. Although outclassed in size and power by the *"Dutchman"* and *Westward Ho,* the *Wild Pigeon,* with a little luck, would have given the bigger ships a race, and if she had enjoyed the winds north of the Pacific equator that the *John Gilpin* experienced, the *"Pigeon"* would have made the passage in 108 or 109 days.

Of the three ships sailing in Division B, the extremely fast *Northern Light,* under the command of Capt. Freeman Hatch, was "plain unlucky"—as expressed by him. On this passage, Captain Hatch did not seem fated to put his ship where she could get a favorable wind except in rounding the Horn, when she got too much and that in the form of head-on gales. However, on the return passage, Captain Hatch and his ship entered the list of the immortals by establishing an all-time sailing record of 76 days 6 hours between the ports of San Francisco and Boston. The

Flying Fish was not only a very fast ship but also some 40 to 44 per cent larger and correspondingly more powerful than her two competitors in this Cape Horn sailing contest. Rounding the Horn, the biggest ship had an advantage, and she also gained on the *John Gilpin* in the run north in the South Pacific. North of the line, the *"Gilpin"* had all the luck with the wind and made a fast run of 15 days from the equator to the Golden Gate; whereas the *Flying Fish* took about 18 days to cover this distance, for the wind died out on her when she was close to the California coast.

The ships grouped in Division C furnished the bottoms for two really good races. The *Contest* and *Trade Wind* "fought it out" over a good part of the course and arrived at San Francisco together on February 24, one day after the *Northern Light*. The clipper ships *Telegraph, Game Cock,* and *Meteor* were more evenly matched in size and power than the contestants in other real or imagined races in these groups that collectively are claimed to have sailed in a great "Deep-Sea Derby." Sailing within forty-eight hours of each other, these three ships "fought it out" at sea for some three and three-quarters months over a course of some 16,000 miles, and all reached port the same day—March 10, 1853. (They were followed the next day by the *Whirlwind,* which, leaving a few days earlier, had been less fortunate with wind and had been 18 days in bad weather off the Horn; she sailed from Boston to the Atlantic equator in 28 days and from the Pacific line to the Golden Gate in 22 days.) In describing the end of the race of the trio of Greater Boston-built clippers, Cutler writes that two weeks after the *Contest* and *Trade Wind* (both New York-built clippers) had arrived at San Francisco (entered February 24 after passages of 100 and 102 days, respectively), "blase forty-niners were treated to the sight of three large clippers roving in [through the Golden Gate], bowsprit to taffrail." He continues: "They were the *Meteor, Game Cock* and *Telegraph,* fresh from one of the closest three-cornered sailing matches of the course. A single day only intervened between their respective times of 113, 114 and 115 days. In common with many other ships shortly to arrive, they had experienced unusual delays off the Horn, the *Telegraph* and *Game Cock* having been delayed there two weeks, indicating very unseasonable weather conditions there."

It could not possibly be considered that a race from East Coast ports to California took place under anything approaching fair or uniform conditions of wind and sea in sailings spread over thirty-seven days. This is proved by the fact that the *Flying Fish,* being unusually favored, rounded the Horn in only 7 days (that is, within one day of the all-time record); whereas the *Wild Pigeon* was held back for 10 days by fierce westerly gales, the *Meteor* reported "10 days off the Horn in severe gales," and the *Whirlwind's* skipper (Captain Burgess) wrote that he was delayed "18 days off Cape Horn." Again, the flukiness of the wind near the end of the course is apparent. The *John Gilpin* sailed in and through the Golden Gate with a strong favorable breeze, which she had enjoyed all the way north of the equator. The *Flying Fish* finished the last lap with light winds and calms for three days; the *Meteor* was for eight days "within 400 miles of port" and the *Game Cock* "within 500 miles of destination for nine days." The *Telegraph* was "for nine days within 600 miles of the Golden Gate," and the *Wild Pigeon,* crossing the Pacific equator on January 13, instead of making a run to port in 17 days as she had the previous year, followed the same course as on her maiden voyage and ran into light, baffling and "fickle winds." She required 25 days to reach her destination, which was from three to ten days longer than her principal competitors.

The outward passage of the third voyage of the *Wild Pigeon* was an ordinary run from New York to San Francisco in 126 days, on which she gained no new sailing laurels. However, the six clipper ships clearing East Coast ports for California during the nine-day period preceding the sailing of the *Wild Pigeon* averaged 138 days (best, 114 days; slowest, 155 days), with three of the passages over 150 days. The six clipper ships sailing during the fourteen-day period following the clearance of the *Wild Pigeon* gave an average length of passage of 124 days (best, 114 days—claimed as 113 days; slowest, 135 days).

The *Wild Pigeon,* on her fourth voyage, went out to San Francisco from New York in 134 days, making an unusually long run for a ship of her sailing potentialities, but Captain Hanson reported extremely adverse conditions, with a succession of light winds and calms throughout the passage. She was 43 days in the North Atlantic and in the South Pacific averaged only about 30 miles per day and 1¼ knots for sixteen consecutive days. Only two clipper ships sailed from an East Coast port to California during the thirty-four-day period September 7-October 10 inclusive (i.e., ten days before and twenty-four days after the clearance of the *Wild Pigeon*). Of these, the

lucky *Flying Fish* had generally light but favorable winds and, it was said, sailed with skysails set for 95 days. However, in the southern latitudes, she got some heavy blows, and on the 57th day out, off the Horn, the rudderhead was twisted off. (In the North Pacific, the *Flying Fish* had the benefit of a fine favorable wind, and she ran from the line to a point near the Farallones in 14 days.) This passage was 112 days from clearance to entry (reported as 109 days). Two days after the *Flying Fish,* the *Wild Ranger* of 1,044 tons (Captain Sears) sailed from New York, following the *Wild Pigeon* by five days. The *Wild Ranger* had light winds throughout the run and was 47 days to the Atlantic equator. She had the topsails reefed only once on the passage, with the skysails set continually from Cape Horn to the Golden Gate, and made the passage in 126 days (claimed 125 days).

The *Wild Pigeon* continued sailing westward around the world on each of her first four voyages, crossing the Pacific from San Francisco to Hong Kong and sailing from there (Whampoa) home on the first three voyages and from Foochow (or Foo Choo Foo) on the fourth with tea to London. In 1853, following the so-called great "Deep-Sea Derby," the *Wild Pigeon* did some splendid sailing over the course for which she was built and which suited her better than the Cape Horn run. She went from San Francisco to Hong Kong in only 38 days and then, with a long beat down the China Sea against the monsoon, sailed from Whampoa to New York in 110 days. On April 27, 1853, four American ships, bound for New York and Boston, were in company with the *Wild Pigeon* at Anjer. This quartet of ships that challenged the 996-ton *Wild Pigeon* for sailing honors on the run home was as follows, and all of the three clippers were acknowledged among the fastest of ships in the China trade.

Name of Vessel	Type	Year Built	Tonnage	Builder	Captain	Bound for
SAMUEL RUSSELL	Clipper ship	1847	957	Brown & Bell, New York	Limeburner	New York
N. B. PALMER	Clipper ship	1851	1,400	Westervelt & Mackey, New York	Low	New York
COMET	Clipper bark	1852	536	Pembroke, Maine	Burnham	Boston
JOSHUA BATES	Packet ship	1844	620	Pickett and McKay, Newburyport, Mass.	Easterbrook	New York

The *Samuel Russell* arrived off Sandy Hook on July 26, 1853, 90 days from Anjer. Captain Limeburner was lucky in setting his course and got better wind than his two principal adversaries —the *Wild Pigeon* and *N. B. Palmer*—which sailed practically in company throughout the 12,000-mile course. They arrived at New York at the same time on July 28, 92 days from Anjer, after one of the closest and—to the participants—one of the most exciting races over the China course or any other long-distance ocean route. The *N. B. Palmer,* which was 40 per cent larger than the *Wild Pigeon,* had (like the *"Pigeon"*) been designed and built for the China trade, and she had decisively beaten the fast Cape Horner *Flying Cloud* on the same course over which the best she could do with the *Wild Pigeon* was to hold and sail a tie, or dead heat. The clipper bark *Comet* made a great run and was at Boston Light on July 29, the day after the *"Palmer"* and *"Pigeon"* reached New York. Four days later (August 2, 1853), the last of the five contestants, the fast packet *Joshua Bates* (built for the transatlantic trade), reached New York, 97 days from Anjer, having made a most creditable sailing performance considering the class of her competition.

The following year, the *Wild Pigeon,* on Voyage No. 3, following a westward Cape Horn passage to California (on which the fast and powerful *Sweepstakes* of 1,735 tons beat her by a day), sailed on January 24 (1854) and crossed the Pacific from San Francisco to Hong Kong in 50 days, having light and baffling winds during the first part of the passage. The *Sweepstakes,* clearing the California port for the same destination on February 2, or nine days after the *"Pigeon,"* had better winds and caught up with her smaller rival. On February 25 and 26, according to the logs, the ships sailed together, first one and then the other having the advantage. On March 15, or eighteen days after meeting at sea, the two ships sailed into Hong Kong Harbor within three hours of each other. Both ships loaded at Whampoa, and the *Sweepstakes* sailed for New York April 1, 1854, followed three days later (April 4) by the *Wild Pigeon.* On April 26, the ships were in company, and the *"Pigeon"* beat the bigger ship by three days on the run from Whampoa to Anjer. The vessels sailed from Anjer at the same time on May 5, and the

Wild Pigeon beat her antagonist (which was 739 tons, or about 74 per cent, larger) by one day on the run home. (Editor's note: The runs have been stated elsewhere as 76 days from Anjer.) Cutler states that the New York press gave the date of arrival of the *Wild Pigeon* as July 19, 1854, and that of the *Sweepstakes* as July 20 and that, according to the logs of the ships, the *Wild Pigeon* took her pilot off the Highlands at 3:00 P.M., July 18 after a passage of 74 days from Anjer, while the *Sweepstakes* anchored outside Sandy Hook at 11:30 P.M., July 20, or two and a third days later. The *Wild Pigeon,* therefore, beat the *Sweepstakes* by two days on the run from Anjer to New York and by five days on the passage from Whampoa (Hong Kong) home.

On Voyage No. 4, the *Wild Pigeon* (Captain Hanson) crossed the Pacific from San Francisco to Hong Kong in the fast time of 40 days. Loading tea at Foochow (Foo Choo Foo), she cleared July 12, 1855, for London and made a slow passage from China to England under most unfavorable sailing conditions. Six American clippers cleared Foo Choo Foo with tea for London during the period June 23-July 24, and the British passage records for these ships are stated comparatively herewith:

Name of Clipper, Year Built, and Tonnage	Builder	Captain	Cleared from Foo Choo Foo 1855	At London 1855	Passage in Days Port to Port	Remarks
STORM KING; 1853; 1,399	John Taylor, Chelsea, Mass.	Devens	June 23	Nov. 12	142	At Deal Nov. 7, 137 days out.
WILD PIGEON; 1851; 996	George Raynes, Portsmouth, N.H.	Hanson	July 12	Dec. 6	147	At St. Helena Oct. 8-10. Reported 140 days net and extremely unfavorable weather.
EUREKA; 1851; 1,041	J. A. Westervelt, New York	Whipple	July 22	Dec. 14	145	Reported "a slow passage against the monsoon."
FRIGATE BIRD; 1853; 567	J. A. Robb, Baltimore	Cope	July 23	Dec. 27	157	Reported "adverse sailing conditions throughout."
SPITFIRE; 1853; 1,520	James Arey & Co., Frankfort, Maine	Arey	July 24	Dec. 4	133	At St. Helena Oct. 8. At Plymouth Nov. 28, 127 days out. Claimed 120 days to London.
DON QUIXOTE; 1853; 1,429	Samuel Lapham, Medford, Mass.	Nott	July 24	Nov. 7	106	Record of all ships for the season.

On this passage, the *Wild Pigeon,* according to Captain Hanson, was "disgustingly unlucky" and had either heavy head winds to beat against or practically no wind at all. The *Spitfire* and *Don Quixote,* the largest ships of the sextet and the ones to sail last, beat the *Wild Pigeon* badly on the run to London. The performance of the *Don Quixote,* sailing when she did, was phenomenal. She decisively defeated, by weeks rather than by days, both British and American ships that sailed against her. The *Don Quixote* was undoubtedly extremely lucky on this run, for she got the benefit of favorable winds that no ship sailing before or leaving port with her enjoyed. The passage of the Maine-built *Spitfire* was also a remarkable one, considering the conditions. The ship was badly trimmed and down by the head. We are told: "When anchored in the Straits of Allas, the current brought the cable under the ship's forefoot and strained her badly. For the rest of the voyage, the pumps were going day and night and sail had to be shortened to keep the ship on her bottom and prevent wetting the tea." However, the claim that, in spite of this, the *Spitfire* beat the *Wild Pigeon* "by 15 days on the run to London" needs qualification. The *"Pigeon"* cleared Foochow twelve days before the *Spitfire* and had to buck a heavy head monsoon on her run down the China Sea. One day out from the Straits of Allas, the ships were in company, and if there was any race at all under even terms, it started from that point. Both ships made St. Helena on October 8, the *Wild Pigeon* in the late evening and the *Spitfire* several hours ahead; but the *"Pigeon"* made a call of two full days at the island, while the *Spitfire* sailed right along and held this two-day advantage to the port of destination. The *Spitfire* was leaking some, but it is extremely doubtful as to whether this fact affected her sailing and the length of her passage. It would seem that the passage in days at sea of the two ships was the same from the date that they met near the Straits of Allas to the time that they reached the discharging docks in London.

Voyage No. 5 of the *Wild Pigeon* was made in the China trade, the return passage being a good run of 98 days from Shanghai to New York, where she arrived on March 23, 1857. The

vessel was then placed in the South American trade between New York and Chilean ports, carrying both cargo and passengers. Under Capt. P. N. Mayhew, she did some very fast sailing and, during the years 1857-1861, was very popular in the run. On August 31, 1858, the *Wild Pigeon* left Pisagua, Chile, and was at New York on October 21 after a record run of 51 days. On April 28, 1860, the ship arrived at Sandy Hook after a remarkable passage of 50 days from Talcahuano, which is apparently the record for the course. In the fall of 1851, on a homeward-bound run from Valparaiso, the *Wild Pigeon* was 34 days from Rio de Janeiro to New York, but she was in calms and fog the last twelve days of this passage. She passed Cape Hatteras on the 22nd day and on the 13th day from Rio was in Lat. 11° 33′ N., which was record sailing in these tropical waters.

When placed under the British flag in 1863, the ship not only retained her name but also continued under the command of Captain Mayhew. On April 7, 1865, the *Wild Pigeon* arrived at New York from Valparaiso in 80 days. Soon after, she was reported sold for $35,000 (or about $35 per ton), which was considered at the time a very good price for a fourteen-year-old ship. In 1868 the vessel was registered as the Spanish ship *Bella Juana* of Barcelona; later her name was changed to *Voladora,* and she was bark-rigged. On February 17, 1892, when over forty and a half years of age, the old *Wild Pigeon* was abandoned in a sinking condition in the North Atlantic (Lat. 27° N., Long. 68° W.).

Olyphant & Company ordered its third clipper ship from George Raynes, of Portsmouth, N.H., in the spring of 1852, when the building boom for fast tonnage was on and the demand for sizable ships was increasing, and surprisingly specified her tonnage as "about 650 tons." The specifications stipulated "a fast, full clipper-rigged ship, with a model similar to the *Wild Pigeon* but not quite as sharp." The *Tinqua*—named by the owners after a prominent Hong merchant of Canton with whom they had close business relations—was launched October 2, 1852, and measured 668 registered tons as against 996 tons for the *Wild Pigeon.* It has been said that the *Fleetwood,* built by Raynes at the same time for Sewall, Johnson & Company and Capt. Frank Dale, of Boston, for the Indian trade, was a sister ship to the *Tinqua,* and the dimensions of the two small ships, stated comparatively herewith, would seem to bear out this contention. The *Tinqua,* however, was always classified as an "extreme clipper," whereas the *Fleetwood* was designated by both builders and owners as a "medium clipper." Possibly the difference was in the spar and sail plan. While the *Tinqua* proved to be "a very smart sailer," the *Fleetwood* was rather slow and made no fast passage.

Name of Ship	Captain	Registered Tonnage	Dimensions as Measured Feet and Inches		
			Length	Beam	Depth
TINQUA	Jacob D. Whitmore	668	145 (beam also given as 31 ft. 7 in.)	31- 9	19
FLEETWOOD	Frank Dale	663½	146- 8	31- 5	19

The *Tinqua* proved to be a very fast ship from the start. Leaving New York on her maiden voyage on November 24, 1852, bound for San Francisco, she was reported on December 7 in Lat. 2° 33′ N. and Long. 31° 10′ W. She ran to within 153 miles of the equator in 13 days, which is an all-time sailing record. (The fastest run from either New York or Boston to the Atlantic equator was that of 15 days 19 hours reported by the *Great Republic* of 3,357 tons, Captain Limeburner, the dates given being December 7-23, 1856. The statement made by Capt. Arthur H. Clark, the historian, that the *Stag Hound,* in 1858, went from Boston to the equator in 13 days is evidently a misprint, as the run in question occupied about 18 days.) If the luck of the *Tinqua* had held for another day or so, that ship, on her initial voyage, would have had the honor of establishing an all-time record of 14 days running south between New York, Boston, or any East Coast United States port. Evidently, the ship became virtually becalmed when the run was over ninety-five per cent completed and occupied several days to sail the last 150 miles to the line. Howe and Matthews, the later Massachusetts historians, tell a story somewhat different from that of contemporary authorities and the press of 1853 and state that the *Tinqua* made 2,666 miles the first 14 days. "Crossed the line in 19 days and 19 hours, in spite of having encountered

considerable light winds, squalls and heavy seas, which necessitated her being hove to on several occasions to set up slack rigging. On the 24th day out she was clear of Cape St. Augustine; was south of Rio on the 30th day."

A run from New York to a point south of Rio de Janeiro in 30 days was very fast sailing, but the ship then encountered unfavorable conditions. She had light winds to Cape San Diego, which she reached 52 days out. She was clear of Cape Horn on the 62nd day, but then had heavy gales and was 25 days reaching the Pacific equator, which she crossed 87 days out. The run from the line to port occupied 28 days because of eleven days of calms in the North Atlantic, and the ship arrived at San Francisco on March 19, 1853, after a passage of 115 days. Compared with the sailing performances over the same route of ships that cleared East Coast United States ports during the eighteen-day period November 18-December 5 inclusive, this was fast sailing. The following comparison gives the passage record of the five clipper ships that left for San Francisco during the period mentioned. It is interesting to note that the *Fleetwood,* the reputed sister ship of the *Tinqua,* was one of these vessels and that she cleared Boston for San Francisco on December 1, or just one week after the *Tinqua* had sailed from New York bound for the same port. Both ships were on their maiden voyages, and this run of the *Fleetwood* was the only passage that she ever made to California.

Name of Vessel, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
ALBONI; 1852; 917	Littlefield	Mason C. Hill, Mystic, Conn.	New York	Nov. 21	Mar. 31 (maiden voyage)	130	130 (also stated 131)
TINQUA; 1852; 668	Whitmore	George Raynes, Portsmouth, N.H.	New York	Nov. 24	Mar. 19 (maiden voyage)	115	115
LIVING AGE; 1848; 727	Holmes	Jotham Stetson, Medford, Mass.	New York	Nov. 25	Apr. 1	127	127
FLEETWOOD; 1852; 663½	Dale	George Raynes, Portsmouth, N.H.	Boston	Dec. 1 (cleared)	Apr. 13 (maiden voyage)	133	130
GOLDEN EAGLE; 1852; 1,121	Fabens	Hayden & Cudworth, Medford, Mass.	Boston	Dec. 3 (maiden voyage; put into Rio for repairs)	May 9	157	129 at sea

The *Tinqua,* with her narrow beam, evidently was lacking in initial stability and at her pier in San Francisco acted like a British tea clipper. With the cargo out of her and no ballast aboard, she was heeled over by a heavy gust of wind to such an extent that her spars hit the dock and sheds; however, she was righted without suffering serious injury. Continuing a voyage around the world, the *Tinqua* sailed from San Francisco to Honolulu, thence to Whampoa in 33 days; leaving that Chinese port August 15, 1853, in the poorest season, she was 42 days against the monsoon beating to Anjer. She followed this run with an excellent passage of 74 days from Anjer to New York, where she arrived December 9, 1853, after experiencing severe gales for twelve days in the North Atlantic. The entire passage of 116 days from Hong Kong (Whampoa) to New York was deemed very good—considering the time of year and the adverse sailing conditions encountered in both the China Sea and the Atlantic north of Bermuda.

On her second voyage, which was intended to be another globe-encircling trip, the *Tinqua* went from New York to Philadelphia, where she loaded, and sailed for San Francisco February 9, 1854. The ship made a good run from the Delaware Capes to the Atlantic equator in 20 days and was at 53° S. on the 49th day. On the Atlantic side of the Horn, the *Tinqua* was delayed ten days by heavy head gales and took 22 days on her passage from 50° S. Atlantic to 50° S. Pacific; she crossed the Pacific equator when 96 days out. Twenty-one days later, the vessel was near the Golden Gate, where she was held up four days by fogs and calms. She completed the passage in 122 days (less than 118 days, land to land). This run of the *Tinqua* is set forth herewith compared with the voyages of the other six reputed clippers that cleared East Coast United States ports for California during the twenty-six-day period January 29-February 23, 1854, inclusive:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1854		Elapsed Time	As Reported
UNION; 1851; 1,012	Buxton	Baltimore	New York	Feb. 3	June 10	127	126
COEUR DE LION; 1854; 1,098	Tucker	George Raynes, Portsmouth, N.H.	Boston	Feb. 4	June 18 (maiden voyage)	134	133
WHIRLWIND; 1852; 960	Burgess	James O. Curtis, Medford, Mass.	New York	Feb. 4	June 13	129	129
CHALLENGER; 1853; 1,334	Hill	Robert E. Jackson, East Boston	Boston	Feb. 6 (cleared; claimed sailed Feb. 17; maiden voyage)	June 9	123	112
TINQUA; 1852; 668	Whitmore	George Raynes, Portsmouth, N.H.	Philadelphia	Feb. 9	June 12	123	122
STILWELL S. BISHOP; 1851; 595	Sherman	William Cramp, Philadelphia	Baltimore	Feb. 20	July 2	132	112 to San Diego
METEOR; 1852; 1,068	Pike	E. & H. O. Briggs, South Boston	Boston	Feb. 21 (also stated Feb. 22 and 123 days)	June 25	124	124

Continuing around the world, the *Tinqua* sailed from San Francisco to Honolulu in 14 days; thence to Shanghai in 31 days. She loaded at Shanghai for New York with a cargo valued at $300,000 and sailed September 14, 1854. Against an unfavorable monsoon, the *Tinqua* beat down the China Sea and was at Anjer on October 22 when 38 days out. The Cape of Good Hope was passed on November 22 (31 days from Anjer), and the Atlantic equator was crossed on December 13, 52 days from Anjer and 90 days from Shanghai. Bad weather was encountered in the North Atlantic, and the ship was blown to the westward from her course. On the night of January 12, 1855, when 110 days from Shanghai, she struck on the outer shoal off Cape Hatteras. Shortly thereafter, her stern was carried away and her bottom pounded to destruction, so that she became a total loss before the completion of her second voyage and when only two years three and a third months old. The ship at the time of the catastrophe was valued at $40,000, or $60 per registered ton, excluding cargo valued at $300,000. The *Fleetwood* was lost by collision with an iceberg off Cape Horn May 3, 1859, when on voyage from Boston to Honolulu via Tahiti. Seventeen lives were lost, including Capt. Frank Dale, his wife and son, and a passenger; five were saved. The ship was about six and a half years old and insured for $30,000, excluding cargo valued at $71,266 plus $10,000 freight money.

The *Wild Duck* of 860 tons, built for Olyphant & Company, New York, and launched April 13, 1853, was the fiftieth vessel constructed by George Raynes, of Portsmouth, N.H. This ship was somewhat fuller in model than the *Wild Pigeon* (as well as 116 tons, or about 12 per cent, smaller) and, for her dimensions, was a better carrier. The *Wild Duck* made two voyages around the world, sailing to the west, and was lost by stranding when in China on her third voyage over a generally similar course. A comparative record of the sailing performances of the ship on her three westward Cape Horn passages to California is set forth herewith:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	A. G. Hamilton	July 3, 1853 (also stated July 2)	Nov. 14, 1853	134 (also 135)	134 (also 130)
Light winds throughout except twelve days of violent gales off Cape Horn. For last forty days, skysails were set. Was within 300 miles of the Golden Gate for six days. ANDALUSIA sailed July 3 and made 146-day passage; ARAB and CONTEST each sailed July 6 and made runs of 184 and 110 days, respectively. (This run of the CONTEST is also stated as 108 days.)					
No. 2	A. G. Hamilton	Aug. 13, 1854 (also stated Aug. 8)	Dec. 19, 1854	128 (also 133)	128 (also 129)
Light winds throughout except off Cape Horn. Crossed Pacific equator 98 days out and was within 600 miles of the Golden Gate for fifteen days. RED GAUNTLET, sailing Aug. 12, made 119-day passage. FLYING EAGLE, sailing Aug. 11, made 133-day run.					
No. 3	Ellery	Oct. 30, 1855	Mar. 9, 1856	131	131 (also 132)
Light winds throughout except off Cape Horn. New York to Atlantic equator, 33 days; to Cape Horn, 65 days; to Pacific equator, 100 days. Was north of the latitude of San Francisco for ten days. VICTORY, clearing New York Oct. 29, made 155-day passage (reported 153 days). RINGLEADER, sailing Oct. 27, made 107-day passage (109 days elapsed time).					

Continuing her first voyage, the *Wild Duck* made a very slow transpacific passage from San Francisco to Shanghai in 72 days; thence a good run of 105 days to New York. On her second voyage, both the passage across the Pacific and the one home to New York were long, occupying 68 days and 143 days, respectively. On her last voyage, the ship left San Francisco March 22, 1856, for Hong Kong; thence to Foochow for cargo. Leaving that Chinese port for New York on October 1, 1856, she went ashore on the bank of the River Min and was condemned and sold when about three and a half years old. The insurance on the ship and her cargo was $250,000. The wreck was sold for a very small sum, and the vessel, it appears, was floated and towed to Foochow, where repairs were made, but there seems to be no record of her continued use as a deep-sea sailing ship.

In addition to the Raynes-built clipper ship *Roman* owned by the Olyphants, an early vessel named *Roman* of 492 tons (119 ft. long and 30½ ft. beam) was built in New York in 1825 and recorded as owned by Talbot & Olyphant, New York. The firm of Talbot & Olyphant was reported as the owner of the clipper ship *Wings of the Morning* of 915½ tons (length 167 ft., beam 34½ ft., depth 21 ft.), launched October 28, 1852, from the yard of Edwin Achorn at Waldoboro, Maine. Capt. H. A. Lovell was the first commander of this ship. The *Wings of the Morning* was described as a real clipper ship, with sharp ends, and as heavily sparred and canvased. She was reputed to be a fast sailer when she had "a chance to show her speed," but it would seem that she was generally unlucky in regard to weather and "the spotting of her passages." That she was of a fine model is proved by the fact that whereas her old tonnage measurement, based on prime dimensions only, was figured at 915½ tons, her later tonnage, computed by actual model measurements, was reduced to only 770 tons. The *Wings of the Morning* made only two westward Cape Horn passages from North Atlantic ports to California. They were "unfortunate and disappointing runs" because of the sailing conditions encountered, which were "most unusual and amazingly adverse and severe." A comparative record of these two slow passages, the only runs over the course made by the *Wings of the Morning* during her sea life, is set forth herewith. Capt. H. A. Lovell was in command.

California Westward Passage	Voyage	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	No. 1	New York	Jan. 21, 1853	July 23, 1853	183	165 at sea
When five days out, experienced a hurricane, which partially dismasted her, took away all head gear, and, in addition to the topgallant masts, carried away the sling and truss of the main yard and did much damage on deck. Had very bad weather to the line, which she crossed when 41 days out. Put into Rio for repairs Mar. 18, having lost all three topgallant masts, jib boom, etc.; sailed, after repairs, Apr. 2. After resuming voyage, ran into a severe gale off the Plate and again lost her jib boom and suffered considerable damage to sails and rigging. Was three weeks off Cape Horn in heavy weather and sustained further damage. In North Pacific, had very light winds and calms and was 34 days from equator to Golden Gate. Was 109 days on run from Rio to San Francisco and 56 days from New York to Rio—according to Captain Lovell.						
No. 2	No. 3	Philadelphia	Cleared Sept. 26; sailed Sept. 27, 1855	Feb. 18, 1856	145 (from clearance)	144 (also 138 days in open sea)
From Capes, was 39 days to Atlantic equator in heavy weather. Ran from line to 50° S. Atlantic in 29 days. Was 12 days rounding the Horn. Had light winds and poor trades in South Pacific, taking 32 days to run from 50° S. to equator, but north of the line ran in 16 days to within 500 miles of the Golden Gate, where she ran into light airs and fog, and required 10 days to complete passage. Averaged only about 2 knots for last ten days. Total length of passage reported by Captain Lovell was "138 days from Delaware Capes to destination."						

The first westward Cape Horn passage of the *Wings of the Morning* was referred to as "a heartbreaker," and the sailing conditions were such as "very few ships or even a fleet of ships sailing under one flag encounter in a lifetime"; yet the big *Typhoon,* sailing the day after the *"Wings,"* made a 133-day passage. The *Flying Arrow* of 1,092 tons (Captain Treadwell), sailing from Boston the day before her (January 20), was dismasted on January 24 and put back to New York for repairs; she sailed again on August 10 and did not reach San Francisco until December 31, 1853, or five months eight days after the *Wings of the Morning* and 345 days after she left Boston to commence the voyage on January 20.

When the *Wings of the Morning* made her second passage, the records of all the ships sailing around that time clearly prove that the conditions of wind and sea encountered were bad for speed and made a good run and a short or even average length of passage impossible. The following

comparison gives the size and particulars of the ten clipper ships, with their passages, that sailed from East Coast United States ports for San Francisco during the thirty-four-day period September 20-October 23, 1855:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1855		Elapsed Time	As Reported
SKYLARK; 1853; 1,209	Dow	James M. Hood, Somerset, Mass.	New York	Sept. 19	Feb. 13	147	145
GLADIATOR	Whitfield		Baltimore	Sept. 22	Mar. 29	189	189
(Described as a medium clipper of good carrying capacity and as heavily sparred.)							
WINGS OF THE MORNING; 1852; 915½	Lovell	Edwin Achorn, Waldoboro, Maine	Philadelphia	Sept. 26	Feb. 18	145	144 (138 in open sea)
WILD RANGER; 1853; 1,044	Sears	J. O. Curtis, Medford, Mass.	Boston	Oct. 3	Feb. 15	135	134
MAMELUKE; 1855; 1,303	Whitney	E. & H. O. Briggs, South Boston	Boston	Oct. 3	Feb. 19	139	139
CARRIER DOVE; 1855; 1,694	Corning	James Abraham, Baltimore	New York	Oct. 5	Apr. 28	206	203 port to port
(via Rio de Janeiro for repairs; reported 156 and also 153 days net at sea)							
SANCHO PANZA; 1855; 876	Hildreth	Samuel Lapham, Medford, Mass.	Boston	Oct. 11	Mar. 8	149	147
CHARMER; 1854; 1,055	Lucas	George W. Jackman, Jr., Newburyport, Mass.	New York	Oct. 15	Mar. 8	145	143
NOONDAY; 1855; 1,189	Gerry	Fernald & Pettigrew, Portsmouth, N.H.	Boston	Oct. 17	Mar. 5	140	139
RESOLUTE; 1853; 787	McKenzie	Westervelt & Sons, New York	New York	Oct. 16	Mar. 11	147	145

The before-stated summary of the length of westward passages of ten clipper ships sailing consecutively in the California trade is probably a record for slow runs over that course during the real clipper ship era. The average length of the ten clipper ship passages from clearance to entry was 154 days. The average length as reported, port to port, was about 153 days and the average time, under canvas, at sea about 148 days. The average length of these ten consecutive passages, port to port, was nine days longer than the run of the *Wings of the Morning*.

The first voyage of the *"Wings"* was around the world. The ship crossed the Pacific from San Francisco to Shanghai in 47 days and, continuing westward, cleared Shanghai November 30, 1853, and passed Anjer December 22. Her second voyage was around the world sailing to the eastward. She left New York July 15, 1854, and made a run, rounding the Cape of Good Hope, of 102 days to Melbourne; thence she proceeded in ballast to Callao, where she loaded guano, and sailed March 31, 1855, to Hampton Roads for orders, making an 85-day passage, around Cape Horn, and delivering her cargo at Philadelphia June 30, 91 days from Callao. On the last leg, or return portion, of her third voyage, which was around Cape Horn, sailing eastward, the *"Wings"* left San Francisco March 4, 1856, made a fast run to the Pacific equator, which she crossed when 15 days out, and then had poor winds and weather as she continued to Callao; after loading Peruvian guano, the ship cleared Callao July 3 and arrived at Havre October 17, 1856, following a rather slow run of 106 days. This passage, however, was claimed to be "19 days faster than the run of the *Red Rover"* made between the same ports at about the same time.

Soon after arrival at Havre, the *Wings of the Morning* was sold to go under the French flag. She was renamed *Surat* and in 1868 was registered as being owned by Brunet & Company; hailing port, Toulon.

Bucklin & Crane, New York

The firm of Bucklin & Crane was interested in the China trade for years, and among the vessels owned by this firm that gained a reputation for speed were the "good-carrying and reliable bark *Grafton,"* with a 96-day passage from Canton to New York to her credit, and the fast bark

Candace of 398 tons. The latter little vessel, which was built at Warren, R.I., in 1845, was only 117 ft. 6 in. long and 27 ft. 4 in. beam. While modeled with rather full lines, she spread "a cloud of canvas" and made a good sailing record under the capable command of Capt. E. C. Gardner and his successor, Captain Arquit. Under the latter master, the *Candace* arrived at New York December 29, 1851, from Shanghai after an absence from her home port of 9 months 5 days, and it was reported that during a period of 19 months 17 days she had delivered three full cargoes of tea at New York from the far north port of Shanghai (not the nearer port of Whampoa), besides making several intermediate voyages on the China coast. Whereas the *Candace* made no spectacularly fast single runs, all of her passages seem to have been consistently good. Commenting on the uniformly excellent sailing performances of the *Candace,* a New York paper said: "The same can be done by any of the famous clipper fleet, no doubt, but until it is, Captain Arquit deserves praise for accomplishing more than any other vessel yet has done." Captain Arquit followed Captain Gardner in the command of the little bark *Candace* and also succeeded Gardner, in August 1855, as master of the splendid, large clipper ship *Comet* (1,836 tons).

The record of the firm of Bucklin & Crane, shipowners and operators, is closely associated and tied up with the work of one outstanding American shipmaster—Capt. E. C. Gardner. In turn, he commanded the *Grafton* and *Candace;* the first clipper of the firm, the *Celestial;* and its finest and largest clipper, the *Comet* (from October 1851 to August 1855). In 1856 he left this ship to take charge of the *Intrepid,* one of the last clippers built by Bucklin & Crane. In this ship, Captain Gardner had a substantial financial interest. After the loss of the *Intrepid* on a coral reef in the East Indies in 1860, he took over the command of the clipper *Asterion,* which had been bought by Bucklin & Crane in 1860.

The following list gives the particulars of the four clipper ships built for Bucklin & Crane, all by William H. Webb, New York, and the two clippers that the firm acquired by purchase during the commercial depression and panic that followed the great shipbuilding and shipping boom of the early fifties:

Name of Clipper	Launched	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
CELESTIAL	June 10, 1850	William H. Webb, New York	860	158	34- 6	19
Built for Bucklin & Crane, New York. Reported "sharpest ship built at time." Sold Spanish 1858. Owned by B. Blanco (a Spaniard), of New York, in 1861.						
COMET	July 10, 1851	William H. Webb, New York	1,836	229 (deck)	41- 4	22- 2
Built for Bucklin & Crane. Acknowledged "one of the finest and fastest clippers ever built." Sold 1863 to British for Australian trade; renamed FIERY STAR. Destroyed by fire at sea late Apr. 1865, when about fourteen years old.						
ASTERION	June 28, 1854	J. T. Foster, Medford, Mass.	1,135	188	36	24
Built for David Snow et al., Boston, Mass. Sold to Bucklin & Crane, New York, in 1860. Lost Sept. 24, 1863, on reef at Baker's Island, South Pacific, soon after sailing with a load of guano. Was ten and a third years old. (Editor's note: This ship has been credited elsewhere and by Massachusetts historians to the Stetson yard, of Chelsea, Mass. However, Charles Brooks's HISTORY OF THE TOWN OF MEDFORD lists her in "Register of Vessels Built in Medford" as constructed at the J. T. Foster yard by J. T. Foster for David Snow. American Lloyd's Registry of 1860 lists the ASTERION as built at Medford in 1854; owner, D. Snow & Co.; hailing port, Boston.)						
ASPASIA	1856	Maxson, Fish & Co., Mystic, Conn.	632	145	31	20
Built for N. G. Fish & Co., Mystic, Conn. Sold to Bucklin & Crane and resold in 1863 to go under British flag.						
INTREPID	May 1856	William H. Webb, New York	1,173	179- 9	37- 8	23
Built for Bucklin & Crane, but certain builder's records say ordered by William T. Frost, New York. Partly owned and commanded by Capt. E. C. Gardner. Lost on Belvidere Reef, near Gaspar Straits, Mar. 31, 1860, when about four years old.						
BLACK HAWK (II)	Late 1856 (completed 1857)	William H. Webb, New York	1,175 (1,109)	178	38- 5	23- 9
Built for Bucklin & Crane. Sold to George Howes & Co., of New York and San Francisco, in 1865. Resold in 1880 to the Germans. Laid up in "a bone yard" in 1889, when thirty-three years old, following a collision.						

The *Celestial,* which was launched from the yard of William H. Webb on June 10, 1850, for Bucklin & Crane, is a historic vessel. She was described as "the sharpest ship built" up to that time and was the first clipper to be constructed especially for the California trade. The *Celestial* was a relatively small ship for a Cape Horner (i.e., 860.1 tons), but when the contract was placed for her construction, a ship 158 ft. long, 34 ft. beam, and 19 ft. deep, while not considered large, was deemed "quite sizable." In 1850, the year that the *Celestial* was built, twenty-three vessels of clipper model and rig (sixteen ships and seven barks) were constructed in the United States in addition to the early clipper packet *Universe* of 1,297 tons. The twenty-three clippers of 1850 totaled 18,788 registered tons and averaged 817 tons each, which is 43 tons less than the tonnage of the *Celestial;* but eliminating the seven barks, which totaled 3,037 tons and averaged only 434 tons per vessel, the sixteen ship-rigged clippers aggregated 15,751 registered tons and averaged 984 tons per ship. The *Celestial,* when launched on June 10, 1850, was the largest clipper ship put overboard in that year to date, and all the eight clippers built in 1850 that had a greater registered tonnage than the *Celestial* were floated after the last few days of July. Six of the eight were launched during the month from November 20 to December 21, 1850. The nine largest clipper ships built in 1850 are stated herewith:

Name of Clipper	Tonnage	Launched 1850	Name of Clipper	Tonnage	Launched 1850	Name of Clipper	Tonnage	Launched 1850
CELESTIAL	860	June 10	SEA SERPENT	1,402	Nov. 20	JOHN BERTRAM	1,080	Dec. 9
WHITE SQUALL	1,119	End of July	ECLIPSE	1,223	Nov. 30	WITCHCRAFT	1,310	Dec. 21
SURPRISE	1,261	Oct. 5	STAG HOUND	1,534	Dec. 7	GAME COCK	1,392	Dec. 21

Of these nine pioneer clippers built during the early days and the urge of the California Gold Rush, only three were built in New York—*Celestial, White Squall* (the first two), and *Eclipse.* The largest one (the *Stag Hound*) and four others (*Surprise, John Bertram, Witchcraft,* and *Game Cock*) were built in Massachusetts, and the second largest of the 1850 clipper fleet (the *Sea Serpent*) was launched at Portsmouth, N.H.

The *Celestial,* designed by William H. Webb in January 1850, was in many respects a better modeled ship than some of the extreme clippers built by him when he was evidently more under the influence of Griffiths' ideas of model and of the shipowners who, for a period of time, went "speed crazy." Among the shipbuilders of New York, there had set in a reaction to the building of deep-sea merchantmen with a big deadrise and weak midship section. Although it did not last long, the summer of 1850 saw Webb put overboard on Monday, June 10, the relatively flat-bottomed but sharp-ended *Celestial.* On Saturday, June 15, Smith & Dimon (builders of the *Rainbow, Sea Witch,* and *Memnon*—the three early clippers said to have been modeled by John Willis Griffiths) launched the *Mandarin* of 776 tons, whose lines repudiated practically all of the ideas that Griffiths had been advocating for years. This last clipper built by Smith & Dimon was said to be "as nearly flat-floored as it was possible to build a ship while her sides were almost perpendicular." Cutler says: "She had every requisite of a large carrier, and her lines were clearly adapted to strong breezes rather than light, close-hauled work." The lines of the *Mandarin* reflected Capt. "Nat" Palmer's ideas, in some respects, even more than did those of the *Samuel Russell.* The *"Russell,"* with her sharper bow lines and less full midship section, was the better for the China trade, although the *Mandarin,* under Capt. John Perit, proved her class in a trade route adapted to her by making an all-time record run of 70 days 9 hours from New York to Melbourne in the winter of 1855-1856.

The *Celestial* had better bow lines than the Atlantic packet type of forward lines of the *Mandarin,* and although given a full midship section and considered "flat-floored," she was considerably sharper than any other previously built Webb China packet (including the *Helena*—which she superficially resembled). Prior to launching, she was described as "the sharpest ship that has been built at this port or to our knowledge at any other." The *Celestial* seems to have been a combination of Capt. "Nat" Palmer's and Edward K. Collins' ideas of models for transatlantic packets, embodied in the fast and very successful Dramatic liners *Garrick, Sheridan,* and *Siddons* (each of 895 tons), built in 1836-1837, and *Roscius* (1,030 tons), built in 1838, and the splendid features of Captain Palmer's and Brown & Bell's China packets *Houqua, Samuel*

Russell, and *Oriental,* built during 1844-1849 for A. A. Low & Bro., coupled with the genius of William H. Webb and his personal experience in the building of outstanding transatlantic packets and excellent, fast China packets with certain clipper ship characteristics. The New York HERALD had this to say of the *Celestial* in an issue published just prior to her launching:

> The *Celestial* has been built for Messrs. Bucklin & Crane, and is intended for a Canton trader, under the command of Captain Gardner. She is 155 feet long, 35 feet beam, and 19 feet hold. The model of this craft differs somewhat from the ordinary wedge bottom clippers built for the same trade, and it is thought, by competent judges, to be superior, by enabling the vessel to keep up on the water, preserving a buoyancy which is very desirable and very rarely met with in this class of vessels.

Whereas the New York HERALD says that the *Celestial* was "intended for a Canton trader," Bucklin & Crane, when contracting for the ship, specified that she be built "with the Cape Horn run in mind, as we will probably send her out to China by way of California and not by way of the Cape of Good Hope and the Indian Ocean." Webb said that he designed the *Celestial* with the westbound Cape Horn run and the Pacific and Indian Ocean around-the-world trade route primarily in mind. It is evident, from a study of the sailing performance of the ship, that Webb did a splendid job of designing when he drew the plans of the *Celestial.*

It is generally supposed that there was a tremendous trade boom, with a great shortage of marine freight space to California, throughout the year 1850, but this is not so. From November 1848 to April 1849, there had been a great demand for ships to round the Horn to California, and some fifty-four vessels had sailed from various East Coast ports during that period. After this first rush, there was an evident quietness in demand for space for several months, and after sailings were resumed in October 1849, only fifteen ships cleared for California during the next nine months—an average of only 1⅔ sailings per month. In August and September, there was one sailing each month, but in July 1850 four sizable ships were soliciting cargoes, and freight rates were low. The *Celestial,* at her loading berth, Pier 4, North River, found difficulty in getting a full cargo, and it is said that two-thirds of the freight that she put aboard had to be taken at low competitive rates. It is said that the filling of the holds of four ships that sailed for San Francisco in July 1850 (three from New York—the *Celestial, Mandarin,* and *Sea Queen* —and one from Philadelphia—the *Andalusia*) was made possible by the fact that news reached the East about July 10 of a large fire in San Francisco. The *Celestial* cleared New York July 15, started down the bay on the 16th, and sailed from Sandy Hook July 17, 1850. She made a good westward around-the-Horn passage to San Francisco and was anchored off the city October 30—105 days out and 104 days, pilot to pilot. Only one vessel had ever made a faster passage between an East Coast port and San Francisco when the *Celestial* arrived at the Golden City on October 30, 1850, and that was the marvelous *Sea Witch* of 908 tons, which, under the command of Capt. George W. Fraser (formerly first mate under Capt. "Bob" Waterman), had arrived at San Francisco July 24, 1850, or ninety-eight days before, having made the run from clearance to entry in 102 days and, eliminating the time taken for a call at Valparaiso, had covered the course in 97 sailing days. Prior to the record passage of the *Sea Witch* and the fast maiden run of the *Celestial,* the shortest passages from any East Coast United States port to San Francisco or a California port were as follows:

Name of Ship	Arrival San Francisco	Length of Passage in Days: Departure to Arrival	Length of Passage in Days: Claimed "Net"
SAMUEL RUSSELL	May 6, 1850	111 (New York)	109
THOMAS WATTSON	June 25, 1850	113 (Delaware Capes)	113
GREY EAGLE	May 18, 1849	117 (Delaware Capes)	113
GREY HOUND	June 3, 1849	144 (Capes of Virginia)	116
WISCONSIN	June 24, 1850	123 (New York)	121
MEMNON (1850)	Sept. 27, 1850	123 (New York)	122
REINDEER	Apr. 2, 1850	131 (Boston)	122
MEMNON (1849)	Aug. 28, 1849	139 (New York)	122
COHOTA	Aug. 13, 1850	128 (Boston)	124
SEA QUEEN	Apr. 30, 1849	138 (New York)	125

The following record gives the particulars of all the six reputed clipper ships clearing an East Coast United States port for California during the 112-day period from April 14 to August 3, 1850, with a comparison of the sailing performances of the various vessels on their Cape Horn westbound passages to San Francisco. As a matter of fact, only three of the six reputed clippers (*Memnon, Celestial,* and *Mandarin*) were real clippers, and some authorities do not class the *Memnon* as such; the *Andalusia* was a big "Baltimore clipper," and the *Carrington* and *Sea Queen* were medium-hulled but heavily canvased fast sailers.

Name of Vessel, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1850	Length of Passage in Days	
			Port	Date 1850		Elapsed Time	Claimed
MEMNON; 1847; 1,068	Gordon	Smith & Dimon, New York	New York	May 27	Sept. 27	123	122
CARRINGTON; 1847; 641	Abbott	Warren, R.I.	New York	June 21	Nov. 6	138	128
CELESTIAL; 1850; 860	Gardner	William H. Webb, New York	New York	July 17 (sailed)	Oct. 30	105	104
ANDALUSIA; 1848; 772	Wilson	Baltimore	Philadelphia	July 17	Dec. 12	149	148
MANDARIN; 1850; 776	Stoddard	Smith & Dimon, New York	New York	July 25	Nov. 29	127	126
SEA QUEEN	Manson		New York	July 26	Dec. 22	149	135

A fine, fast sailing ship—a reputed but not a classified clipper—that, leaving New York Dec. 13, 1848, had made a record run to San Francisco, arriving there Apr. 30, 1849, after a passage of 138 days, port to port, but a claimed passage of 125 days net at sea (she called at Valparaiso).

From San Francisco the *Celestial* proceeded to complete her voyage around the world by crossing the Pacific and loading at a Chinese port for New York. On the transpacific run, the *Celestial* established a record with a passage of 33 days from San Francisco to Hong Kong. Howe and Matthews state that, in the entire history of sail, this run has been "only once or twice equalled and never surpassed." It does not seem that it has ever been equaled, for the fastest reported runs from San Francisco have been to a closer port (such as the run of 32 days 9 hours of the *Swordfish* in June-July 1853, which was to Shanghai and not Hong Kong) or have taken a longer time; the *Memnon's* November-December 1850 run to Whampoa occupied 36 days as did the *Golden City's* fast run to Woosung in February-April 1854. The *Celestial* went up the coast from Hong Kong to Shanghai and loaded there for New York, sailing March 4, 1851, and reaching her home port on June 29 after a passage of 117 days against the monsoon and an absence from New York of 11 months 12 days.

On January 30, 1851, James Gordon Bennett, in his New York HERALD, referred to a visit made to the new clipper ship *Gazelle* (1,244 tons), which was being built by William H. Webb for Taylor & Merrill and was to sail from New York on her maiden voyage on March 4 bound for San Francisco. In writing his pleasing comment on Webb's latest product, he said:

> She was constructed upon the same principle as the far-famed *Celestial,* and by the same builder (Mr. Wm. H. Webb, of this city), but is much sharper — everything, excepting the due and proper regard for strength, being made secondary to speed. Shippers by the *Celestial* were able to make their payments from returns from goods sent out, before their bills became due — such is the extraordinary speed of that vessel.

The second voyage of the *Celestial* commenced with a clearing from New York on November 1, 1851, for San Francisco, with Capt. B. G. Palmer, one of the brothers of Capt. Nathaniel B. Palmer, in command. Capt. B. G. Palmer commanded the *Celestial* from October 1851 up to the time (1858) that she was sold to go under the Spanish flag. The year 1851 saw a number of amazingly fast westbound passages around Cape Horn to California, and these were only partly due to the quality of the ships in the service, for it proved to be a year with many periods when sailing conditions were unusually favorable for fast runs. The *Flying Cloud* (June 2-August 31) made her record-breaking 90-day passage. The *N. B. Palmer* (May 6-August 21) went out in 107 days (claimed 106 days). The *Challenge* reached San Francisco October 29 after a run reported as 106 days, and during the three days November 18-20 the clippers *Sea Witch, Typhoon,* and *Raven* sailed through the Golden Gate with claimed passages of 110, 108, and 106 days,

respectively. There were twelve clipper ship sailings (eliminating the *Versailles,* Captain Knowles, a reputed "clipper" that does not qualify) for California from East Coast United States ports during the seventy-three-day period October 1-December 12, 1851, and if we further omit from this list Donald McKay's *Reindeer* (800 tons), which also was no real clipper, and the Baltimore clipper *Seaman's Bride* (668 tons), which put into Valparaiso dismasted, the other ten clippers, sailing during a total time over the course extending from a sailing *(Comet)* on October 1, 1851, to the last arrival *(John Bertram)* on March 26, 1852, all made fast passages. These are briefly summarized and can be compared as follows:

Name of Clipper	Captain	Tonnage	Arrival at San Francisco 1852	Length of Passage in Days	
				Elapsed	Claimed
SWORDFISH	Babcock	1,036	Feb. 10	91	90 days 18 hours
FLYING FISH	Nickels	1,505	Feb. 15	101	100 days 6 hours
COMET	Gardner	1,836	Jan. 14	105	103
JOHN BERTRAM	Lendholm	1,080	Mar. 26	105	105
CELESTIAL	Palmer	860	Feb. 17	108	106
WILD PIGEON	Putnam	996	Jan. 28	109	107
			(also stated 107 and 106 elapsed; 106 claimed)		
NORTHERN LIGHT	Loring	1,021	Mar. 8	109	109
GOLDEN GATE	Truman	1,341	Feb. 5	115	114
THOMAS WATTSON	Lyle	349	Mar. 16	118	118
TRADE WIND	Osgood	2,045	Feb. 1	122	121

The average length of passage of all the ten clipper ships sailing from East Coast ports from October 1 to December 12 inclusive, which completed their voyages without port detention en route, was about 108½ days elapsed time from clearance to entry and about 107½ days as claimed. Outside of the little *Thomas Wattson,* which sailed from the Delaware, the *Celestial* was the smallest of the clippers constituting this amazingly fast fleet, and the length of her passage—both from port to port and from pilot to pilot—was below the average of the ten vessels.

There is some uncertainty in regard to the continuation of the *Celestial's* second voyage, which was across the Pacific to China. One set of records gives the ship as sailing from San Francisco to Shanghai in 55 days and thence to New York in 115 days against the monsoon. English records give a *Celestial* as leaving Shanghai May 8, 1852, Anjer May 17, and arriving at Liverpool September 22—a passage of 137 days from Shanghai and 128 days from Anjer. The date of passing Anjer is obviously incorrect. Another report has it that "the *Celestial* made a fast tea passage of 96 days in 1852," which evidently is an error and confuses the tea run of 1853 with that of 1852. In later years, the sailing performances of the American ship *Celestial* were confused with those of a British ship of the same name, and a 141-day tea passage is reported as made by the American clipper ship *Celestial* when this slow run was made by a British-built, owned, and manned *Celestial;* the American ship that year (1857-1858) made a tea run to England of only 98 days.

The third voyage of the *Celestial* commenced with a clearing from New York January 8, 1853, for San Francisco, where she arrived on May 8 after a passage of 120 days, port to port, and 119 days, pilot to pilot. The Maine-built and New York-owned clipper *Rattler* of 1,121 tons cleared New York the same day as the *Celestial* and reached San Francisco one day after her. The *Rattler's* passage was reported as 121 days; Howe and Matthews give it as 122 days. Another *Rattler* of 539 tons, built in Baltimore, sailed from the Delaware under Captain Stump six days after the *Celestial* and made a 133-day passage to California. The clipper ship *Eagle* of 1,296 tons sailed from New York on January 7, 1853, one day before the *Celestial* cleared, and the ships sailed through the Straits of Le Maire and were off the Cape together, where they sighted the *John Stuart* of 1,654 tons (Captain Ferris), which had cleared New York on December 17, 1852, twenty-two days before the *Celestial* and twenty-one days before the *Eagle.* The *Celestial,* which had outsailed these vessels on the Atlantic leg of the passage, was unlucky in the selection of her course on the run up the Pacific. Her log shows light winds throughout the journey north, but the *Eagle* and *John Stuart,* favored by stronger breezes, arrived at San Fran-

cisco eight and four days, respectively, ahead of the *Celestial,* the *Eagle* making a 113-day passage (claimed 111 days, pilot to pilot) and the *John Stuart* a 138-day run (claimed "134 days net"). The *Phantom* of 1,174 tons (Capt. Alvin H. Hallett), sailing from Boston on January 6, 1853, made a very fast run of 104 days, and the *Tornado* of 1,802 tons (Captain Mumford), sailing from New York on January 11 (i.e., three days after the *Celestial* cleared), arrived at San Francisco May 2 after a passage of 111 days (reported as "109 days at sea"). The average length of passage of the eight clipper ships leaving East Coast United States ports for San Francisco between January 1 and 15, 1853, which represents all the sailings during the twenty-two-day period from December 26, 1852, to January 16, 1853, inclusive, was 124¾ days (124 days as claimed) as compared with the 120-day passage (119 days, pilot to pilot) of the *Celestial.*

Continuing her third voyage around the world, the *Celestial* ran from San Francisco across the Pacific to Shanghai in 42 days and, loading at Foochow, made a fine passage from that port to London of only 96 days. She arrived with "a fine load of teas all in good condition" on January 31, 1854. However, British records give the *Celestial* as clearing Foo Choo Foo on November 4 and arriving at London January 31, 1854. The date of arrival at London is correct, but if the date of clearing, or of departure, is equally correct, then the passage would be of only 88 days—a record run. (Some historians say that this China-to-England tea run was to Liverpool.) Whether the length of passage was 96 or 88 days and whether the port of destination was London or Liverpool, the performance of the *Celestial* was the best by a full week or more made by any clipper, American or British, that made tea runs in the China-Britain trade in 1853—and twenty American ships participated in this trade and commenced passages during that calendar year. Not only did an American clipper win the highest speed honors for the year but also, notwithstanding the fact that the fastest American ships sailed in the unfavorable season, at least five American vessels made passages in shorter time than the best performance of a British clipper.

The fourth voyage of the *Celestial* consisted of her fourth and last westward Cape Horn passage to California and her fourth and last voyage around the world. The ship cleared New York for San Francisco July 29, 1854, and reached her destination on December 8 after a passage of 132 days, clearance to entry, and 130 days, pilot to pilot. The *Sting Ray* of 985 tons, built by Eckford Webb at Greenpoint, Long Island (launched June 3, 1854), sailed from New York "a half day ahead" of the *Celestial,* and the two ships made "a very even race of it." Capt. Nicholas Kirby, Jr., wrote in the log of the *Sting Ray* on December 8, 1854: "Well the *Sting Ray* is in San Francisco at last after a passage of 129 days, the most tedious I ever made. You will find in some places I have growled a little. The *Celestial* sailed six hours behind me, went further East, and beat me to the Equator two days. I caught him again off Cape Horn and both arrived in San Francisco within an hour of each other."

The *Fearless* of 1,184 tons (Captain Manson) and the *Ocean Telegraph* of 1,495 tons (Captain Willis) cleared seven and eleven days, respectively, ahead of the *Celestial,* and the *Fearless,* sailing from Boston, with a passage of 124 days beat the *Ocean Telegraph,* which sailed from New York, by one day from port to port. They were very fast ships designed by Samuel H. Pook. The following table gives a record of the sailing of the eight clipper ships, with data of the vessels, clearing East Coast United States ports for California between July 7 and August 10, 1854—a period of twenty-five days. The sailing conditions encountered during all of these passages and reported in the ships' logs were unfavorable for speed and good runs.

Name of Clipper	Captain	Tonnage	Arrival at San Francisco 1854	Length of Passage in Days	
				Elapsed	Claimed
CONTEST	Brewster	1,099	Nov. 17	128	126
FEARLESS	Manson	1,184	Nov. 19	124	124
OCEAN TELEGRAPH	Willis	1,495	Nov. 24	125	124
RAPID	Corning	1,115	Nov. 25	136	135
CELESTIAL	Palmer	860	Dec. 8	132	130
STING RAY	Kirby	985	Dec. 8	132	132 (130½ and 129)
WHISTLER	Brown	820	Dec. 9	130	130
THOMAS WATTSON	Lyle	349	Dec. 12	142 (also Dec. 14 and 140 days)	140

Continuing the voyage, the *Celestial* crossed the Pacific and ran from San Francisco to Shanghai in 50 days. After loading, she left Shanghai April 5, 1855, in the bad season and had a long and tedious passage of 51 days down the China Sea to Anjer. Continuing under unfavorable sailing conditions, the ship arrived at New York on August 25, 1855, 90 days from Anjer.

The fifth voyage of the *Celestial* was in the Australia-China service. The ship sailed from New York for Melbourne October 12, 1855, and arrived out January 5, 1856, after a passage of 85 days. She then sailed to Hong Kong, where she arrived April 1, and proceeded up the coast for a cargo. After loading at Shanghai, the *Celestial* sailed for New York on April 26, 1856, and once more had to make a passage home during the unfavorable season. However, she ran to Anjer in 44 days and thence to her home port in 79 days, arriving at New York on August 27, 1856, after a passage from Shanghai of 122 days.

Voyage No. 5 of the *Celestial* was from New York to China and return to London. The run out resulted in a long passage of over 140 days due to unusually adverse conditions encountered, but the run from Foochow to London was "a brilliant sailing performance," and the passage of 98 days was seven days better than the next best run of 1857 and faster than the 96-day passage of the American clipper *North Wind* of 1,041 tons. This run was from the much nearer port of Hong Kong, from which the ship sailed on December 19, 1857, having started her passage, however, at Foochow on August 17. After being partially dismasted and damaged in a typhoon on August 31, the *North Wind* made for Hong Kong for repairs, which required the unloading of her cargo. She arrived at London March 25, 1858, 96 days from Hong Kong.

After the completion of the fifth voyage under the American flag and the colors of Bucklin & Crane, the *Celestial,* when about eight years old, was sold to sail under the Spanish flag. In 1861 she was, apparently, owned by B. Blanco, of New York, but there is no record of her sailing performance after 1858, and her history after that time is unknown.

One of the finest clipper ships ever built was the *Comet* of 1,836 tons, launched by William H. Webb, New York, July 10, 1851, for Bucklin & Crane, New York, owners of the smaller Webb-built fast clipper *Celestial* (860 tons), which had been launched from the same yard just thirteen months earlier (June 10, 1850). The *Comet* was commanded for her first four years of sea life by Capt. E. C. Gardner, who as master of the *Celestial* had completed a fast and profitable maiden voyage around the world in that ship. The *Comet* was considered in the early fifties by the shipping fraternity and competent authorities as one of the best and speediest clipper ships ever built. She was sturdily constructed by America's most talented practical builder and technical naval architect, was iron braced, and was described when on the stocks as "a ship of rare beauty and of the highest type." For a sharp-ended extreme clipper, the *Comet* was a good carrier, for we are told that on one voyage she carried 2,223 tons deadweight, which, if true, was over 1.2 times her registered tonnage. Later historians, with her record of sailing available, have written of her: "She was a particularly handsome ship in every way and was conceded to be one of the fastest sailers as also one of the most successful sailing ships ever launched from any shipyard."

In William H. Webb's book covering the vessels designed and built by Webb during the period 1840-1869 are reproduced the lines of the *Comet,* which he had personally drawn in February 1851 (after the lines of the *Challenge* had been drawn and shortly after he had seen the *Gazelle* take shape and put overboard). The lines of the *Comet* had a rather rounding midship section, with more deadrise and a much slacker bilge than were ideal for a Cape Horner, but she had a much fuller midship section than the clipper ship *Challenge* and showed a vast superiority in this respect to the *Gazelle.* The bow and stern lines of the *Comet* were unusually good, and if the ship had had a flatter floor and a stronger bilge, she would have been an almost perfectly modeled vessel for speed. The ship was rigged with five yards on each of the masts and was rather lofty in rig, with well-spaced masts and well-proportioned yards. She was in every way a fine-looking ship. W. H. Webb, in his published notes on the *Comet,* had this to say of her:

> Had a half poop deck and cabin house extending nearly to mainmast; was a most beautiful model; made many very rapid passages to California and East Indies. Made the shortest passage on record (76 days) from San Francisco to New York. Proved an excellent sea boat and a very successful and popular ship. Draft of water when launched, keel 3 ft. 4 in. (below timber), forward 11 ft. 8 in., aft 12 ft. Spars all in and anchors and chain cables on board. Deep loaded, 21 ft. 6 in.

It has been said that next to the *Sea Witch,* the *Comet* holds the honor of "sailing to more records for speed than any other ship of her era"—which means of all time. William H. Webb

was particularly proud of his *Young America* (1,961 tons), which he launched on April 30, 1853, twenty-one months and twenty days after the *Comet,* and which was 125 tons larger, somewhat fuller lined, and with seven inches less deadrise than the older ship. Yet Webb, whereas he predicted that the *Young America* would prove to be a great ship for the Cape Horn run that would sail fast, carry well for a clipper, and last for long years in the severe California trade, said: "Under certain sailing conditions, she will never be able to beat the *Comet,* which will make records for fast sailing on certain trade routes as long as she carries her original spars and sails, is well manned, and is kept in a good state of repair." In addition to holding three of the four possible records covering sailing between the equator and ports of departure and destination on the Atlantic and Pacific, the *Comet* made and holds the sailing record between San Francisco and Cape Horn, between Hong Kong and Liverpool, from Hong Kong to Batavia, and the all-time record between San Francisco and New York or from any North Pacific to any North Atlantic port. A summary of the ship's most important sailing records is:

San Francisco to equator: Discharged pilot February 13, 1853 (6:00 P.M.), and crossed line February 25—11½ days out. (Next best record held also by *Comet,* which left San Francisco December 27, 1853, and crossed equator January 10, 1854, 13½ days out.)

Equator to San Francisco: Crossed line February 13, 1856. Arrived at San Francisco February 25, 1856, 12 days from the line.

Equator to New York: Crossed line December 5, 1857. Arrived at New York December 19, 1857, 14 days from the line. (Next best record held also by *Comet,* which reached New York March 14, 1854, after a run of 15 days from the equator.)

San Francisco to Cape Horn: Sailed from San Francisco December 27, 1853. Ran to Cape Horn in 35½ days.

San Francisco to New York: Sailed from San Francisco December 27, 1853. Arrived at New York March 14, 1854, 76 days 7 hours from wharf to anchor.

Hong Kong to Batavia: In December 1854, made the run down the China Seas in 7 days.

Liverpool to Hong Kong: Sailed from Liverpool June 17, 1854. Arrived at Hong Kong September 7, 1854.

83 days 21 hours from pilot to pilot.
84 days 16 hours from wharf to anchor.

The *Comet* did not make her sailing records—as did most of the big clippers—running before strong gales. Her commanders and owners were not publicists, and reports of sailing prowess seldom emanated from them. Throughout her entire career, no claim was made for a phenomenal day's run or for extreme world-record speed during a spurt under unusually favorable conditions. Whereas the big McKay clippers claimed day's runs up to 436 miles and spurt speeds up to 21 knots, the *Comet,* in the ordinary course of sailing, does not seem to be credited with a day's run in excess of 350 nautical miles or a speed by log for a watch in excess of "16 to 17 knots." It is significant that practically all the *Comet's* record runs in the Cape Horn service were eastbound and not westbound, but no ship that ever sailed the seas has a better record north of the equator on both the Atlantic and the Pacific. According to contemporary authoritative opinion, the *Comet* would have been "a great ship and one hard to beat in the China trade." Whereas she was rather large for this run, being of 1,836 tons, and clippers of about half that size, year in and year out, made the fastest runs in that service, it is interesting to note that on the only voyage made in that trade, the *Comet* established all-time world sailing records between Liverpool and Hong Kong and between Hong Kong and Batavia. Only two other ships in the entire history of sail ever challenged the record of the *Comet* made on her single passage between Liverpool and Hong Kong. One was the American clipper *Eagle Wing* of 1,174 tons, built by James O. Curtis, Medford, Mass. (Capt. Eben H. Linnell), which sailed from the Downs in the early morning of April 17, 1855, and "made Hong Kong" on July 10 around noon after a passage of 84 days, pilot to pilot, claimed as "83½ days, pilot to pilot." The other was the British clipper *Ariel,* which, it was claimed, dropped her pilot off Gravesend October 14, 1866, and picked up a pilot off Hong Kong on January 6, 1867, completing a passage of 84 days (although later British historians claimed a run of 83 days).

The builder of the *Comet* evidently sensed correctly the relative sailing abilities of that ship and of his later-built *Young America.* Whereas the *Comet* at no time gave sailing performances rounding the Horn westbound that approached those of the *Young America,* nevertheless, in light, moderate, and strong winds she did lots of splendid sailing that has been unsurpassed. These two Webb-built ships hold four of the five possible Cape Horn sailing records, which are:

	First		Second	
	Name of Clipper and Tonnage	Built	Name of Clipper and Tonnage	Built
Fastest eastbound passage in ballast	COMET 1,836 tons	Webb, New York 1851	NORTHERN LIGHT 1,021 tons	Briggs, South Boston 1851
Fastest eastbound passage laden	YOUNG AMERICA 1,961 tons	Webb, New York 1853	YOUNG AMERICA 1,961 tons	Webb, New York 1853
Best life performance for a single ship considering number of eastbound passages and average length per passage	YOUNG AMERICA 1,961 tons	Webb, New York 1853	DAVID CROCKETT 1,679 tons	Greenman, Mystic, Conn. 1853
Fastest westbound passage	ANDREW JACKSON 1,679 tons	Irons & Grinnell, Mystic, Conn. 1855	FLYING CLOUD 1,782 tons	McKay, East Boston 1851
Best life performance for a single ship considering number of westbound passages and average length per passage	YOUNG AMERICA 1,961 tons	Webb, New York 1853	DAVID CROCKETT 1,679 tons	Greenman, Mystic, Conn. 1853

The only vessel that ever challenged the record eastbound around-the-Horn passage of the *Comet* was the clipper *Northern Light* (1,021 tons), which, under the command of Capt. Freeman Hatch, made a phenomenal run between the Golden Gate and Boston in 1853. Leaving San Francisco without cargo on March 13, the *Northern Light* arrived at Boston May 29 after a passage of 77 days and claimed that she picked up a pilot several miles off Boston Light just before midnight on May 28 after a run variously stated by the officers as 76 days 5 hours, 76 days 6 hours, 76 days 7 hours, and 76 days 8 hours, pilot to pilot. (The record of the *Comet* made about ten and a half months later was 76 days 7 hours from wharf to anchor.) The *Northern Light* was a very fast vessel designed by Samuel H. Pook, the leading naval architect of Boston, and built by E. & H. O. Briggs, of South Boston.

From 1851 to 1860, a period known as the clipper ship decade, the *Comet* made seven westward passages to California, which can be briefly summarized as follows:

California Westward Passage No.	Captain	Cleared at New York	Arrived at San Francisco	Elapsed Time in Days from Clearance to Entry	Claimed Time of Passage in Days
1	Gardner	Oct. 1, 1851	Jan. 14, 1852	105	103
2	Gardner	Sept. 27, 1852	Jan. 18, 1853	113	112
3	Gardner	Aug. 4, 1853	Dec. 10, 1853	128	128
4	Arquit	Oct. 24, 1855	Feb. 25, 1856	124	123 (also 122)
5	Arquit	Jan. 31, 1857 (also Jan. 30)	June 22, 1857 (also June 21)	142	140
6	Todd	Dec. 15, 1858	Apr. 7, 1859	113	112
7	Todd	Mar. 9, 1860	June 30, 1860	113	113

The *Comet,* on her maiden voyage, ran from the Atlantic equator to 50° S. Pacific in the splendid time of 32 days and from the line in the Pacific to the Golden Gate in only 15 days. On this passage, the *Comet* outclassed and outsailed every vessel that cleared an eastern port for California between the middle of June and the first week in November 1851. The five clipper ships that sailed the nearest to her averaged 125½ days, clearance to arrival, and 124 days claimed length of passage as against 105 and 103 days, respectively, for the New York Webb-built ship. From San Francisco the *Comet* went to Hong Kong in only 37 days (said to be a record); she sailed from Whampoa May 6, 1852, during the unfavorable season, but was at Anjer in 14 days and arrived at New York 83 days later—a splendid run made in light airs, with skysails steadily

set. The cargo of tea and silk brought to New York was "the largest and most valuable imported into the United States in any one bottom up to that time."

Considering the conditions that beset the *Comet* on her second voyage, she did some remarkable sailing. Howe and Matthews, the Boston historians, admit that this September 1852-January 1853 passage of 112 days from New York to San Francisco "was remarkably short considering the very large amount of severe weather she encountered." Five days out, in a heavy southwest gale, she lost her fore-topmast and everything attached and the main royal mast, including many of her big sails. She did not reach the line until the 33rd day out from Sandy Hook, but she ran from the Atlantic equator to San Francisco in something over 78 days, which was excellent sailing considering the wind and sea. This passage of the *Comet* was the fastest of any of the twelve clippers sailing from August 23 to October 14, 1852. During this period, the average length of passage of these vessels was 122½ days against the 112 days of the *Comet,* which—partially dismasted near the beginning of the voyage—had lost about eight days' time and completed the passage partly jury rigged.

On the return leg of this her second voyage, the *Comet* had an interesting race with another fast and new Webb-built clipper, the *Flying Dutchman.* On her outbound run, the *"Dutchman"* had been favored with phenomenal sailing conditions throughout the entire Pacific passage, which permitted her to travel from 50° S. Pacific to San Francisco in the amazing time of only 35 days and to make a 104-day run from New York. The *Comet* sailed from San Francisco for New York on February 12 and the *Flying Dutchman* on February 11, 1853, a day earlier. On March 17 and again on April 30, the two ships sighted each other. The *Comet* lost the use of her mainsail, and the *"Dutchman"* passed her. This ship was favored for several days by the wind, but the *Comet* overtook her and arrived at New York on May 7 after a very fine passage of 83 days 18 hours from San Francisco; the *Flying Dutchman* reached New York the following day, completing an excellent 85-day passage—but defeated in the race by over thirty hours. On this Cape Horn passage eastbound, the *Comet* sailed 15,541 nautical miles, an average of 186 miles per day and 7¾ knots, and on four consecutive days she covered 1,238 miles, an average of 309½ miles per day and 12.9 knots. She traversed the Pacific from San Francisco to Cape Horn in less than 38 days and made an all-time record run between the Golden Gate and the Pacific equator.

The third westward passage of the *Comet* to California, which was the first leg of her third voyage, was made under unfavorable weather conditions, particularly around Cape Horn. The larger clipper *Trade Wind* (2,045 tons), sailing from the Delaware on the same day, August 4, 1853, made a passage of 128 days—the same length as that of the *Comet*—but steered a different course and was lucky in experiencing more favorable conditions. Clippers sailing after the *Comet* had the benefit of better winds and seas, but of the clipper ships arriving in San Francisco between December 12 and 16 (the *Comet* arrived December 10), aside from the fast clipper *Hurricane,* which arrived on the 12th after a run of 125 days, the *North Wind* made a 138-day passage and the *Flying Dragon* and *Wizard* runs of 148 days. On the passage home, the *Comet* made history and the fastest run of all time by a sailing vessel between San Francisco and New York. Leaving San Francisco on December 27, 1853, the *Comet* reached New York March 14, 1854, after a record-making passage of 76 days 7 hours from wharf to anchor, which holds in the annals of sail as the quickest run ever made from San Francisco to any North Atlantic port. On this fast passage, the *Comet* ran to the Pacific equator from San Francisco in 13 days, thence to Cape Horn in 22 days; she passed the Horn 35 days and 7 hours out, which time has never been beaten. This amazing passage would have been an even more phenomenal one with a little luck (or if the luck had held for another day or so), for the *Comet* was within 220 miles of Sandy Hook when only 73 days 18 hours out, and a run of 75 days seemed possible. However, the wind changed to dead ahead, and the ship had to beat the remainder of the distance; she took her New York pilot exactly 76 days after discharging her San Francisco pilot off the Heads.

Lieutenant Maury, writing to the Secretary of the Navy following the completion of this voyage, said: "The clipper ship *Comet* (Capt. E. C. Gardner) has just performed a famous run from California to New York. It is the shortest thence on record at this office, and the abstract log has been received. I beg leave to make it the subject of a special report." During the voyage, the *Comet* was six days in calm and light baffling winds, making on the average during this

period only 2.8 knots. Her greatest speed for any one day was 13⅓ knots during a twenty-four-hour run of 320 nautical miles. From the Heads at San Francisco to the bar at Sandy Hook, she was 76 days and covered 14,753 miles, an average of over 194 miles per day and a speed of 8.1 knots. Deducting the six days of calm and light baffling winds, she ran for seventy days, on an average, 205 sea miles per day—a speed of 8.54 knots.

Another speed record on the Cape Horn route is the *Comet's* average of 80 days on two consecutive passages from San Francisco to New York.

Instead of continuing the *Comet* in the California trade, her owners decided that she would make more money by a voyage in the British oriental service. Clipper ships had been built in the United States in large numbers, and the great available tonnage bidding for cargoes naturally depressed freight rates in the California run. Moreover, that trade was all one way, and the *Comet* on her last two voyages, while carrying good cargoes of paying freight out, had returned in heavy ballast and with no "pay load," so the entire expenses of a complete round voyage had to be charged against the income from the outbound passage. The *Comet* had arrived in New York March 14, 1854, and between the middle of March and the end of May twenty-five clipper ships had sailed for San Francisco (an average of one every three days), but the *Comet* was not one of them. The ship was sent to Liverpool, where she loaded for Hong Kong. She sailed in the early morning of June 17 and arrived at her destination at 4:30 A.M., September 9, 1854, after a passage of 84 days and a record run that stands to this day (83 days 21 hours, pilot to pilot, and 84 days 16 hours, dock to anchor). On one day, we are told, "she covered 350 nautical miles, an average of 14.6 knots per hr., and during one watch she was travelling at a speed of 17 knots." Coal is one of the poorest cargoes imaginable to develop the speed of a ship, but that was the freight loaded in the *Comet* when she lowered the record a good five days between Liverpool and Hong Kong. The Hong Kong REGISTER, commenting on this sailing performance under the caption, "The Quickest Passage on Record," said that the *Comet* "sailed in straight course, from noon to noon, 17,500 geographical miles, making an average of about 215 miles per day, or a little more" (i.e., 9 knots per hour for the entire passage). "The ship has made this run without losing a sail, spar or rope, and is as tight, staunch and strong as when she left Liverpool." This passage was also reported in THE CHINA MAIL, issue of September 14, 1854, as "84 days 16 hours, anchor to anchor, and 83 days 21 hours, pilot to pilot." According to the ship's log, she made the run in 84 days 4 hours Sun Time and 83 days 20 hours actual time, based on twenty-four-hour days.

The *Comet* evidently did not rest on her laurels, but promptly proceeded to make another sailing record, for it is said that "she flew down the China Seas" from Hong Kong to Batavia in only 7 days. From that port she sailed with cargo for Bremen, Germany, making a 91-day passage, and returned to New York August 19, 1855. Capt. E. C. Gardner then relinquished his command of the *Comet* to supervise the construction and take over the command of the medium clipper *Intrepid* (1,173 tons), then building by W. H. Webb, New York, for the same owners —Bucklin & Crane. (The *Intrepid* was wrecked in 1860, when only four years old, on Belvidere Reef near the entrance of Gaspar Straits.) Under Captain Gardner, the *Comet* had established at least six all-time sailing records in the period of a little over four years that they had been together. Under the command of Captain Arquit, the *Comet* cleared New York October 24, 1855, for California on her fourth westbound Cape Horn passage and arrived at San Francisco February 25, 1856, after a run of 122 days (elapsed time clearance to entry, 124 days). Of the nineteen clippers that sailed from East Coast ports during the period from the middle of September to the middle of November (three months), only one, the *Ringleader* (1,156 tons), which seems to have been especially favored by weather, made a faster passage than the *Comet*. Leaving San Francisco, the ship made a transpacific passage of 43 days to Shanghai. She loaded at Whampoa and sailed for New York against the monsoon, experiencing adverse sailing conditions throughout the passage home, where she arrived October 23, 1856. The *Comet* cleared New York on her fifth passage to California on January 31, 1857 (also stated January 30), and made a slow run of 140 days under "extremely unfavorable and discouraging conditions." The *Courser,* sailing the day before, arrived in San Francisco twelve days after the *Comet* (a 155-day passage), and the *Mameluke* passed through the Golden Gate on July 5, one day after the *Courser* (and thirteen days after the *Comet*), having taken 173 days on the run. Returning the *Comet* sailed to Elide Island, Lower California, where she loaded guano; she made the run home in 92 days from Elide and

98 sailing days from California. On the last section of this passage, she covered the distance from the Atlantic equator to New York in the record time of 14 days.

In 1858 the *Comet* again engaged in British trade, but this time she was put in the colonial Australian service and made a good run out to Melbourne in 75 days. Commencing her sixth westward around-the-Horn passage, the ship cleared New York with Captain Todd in command on December 15, 1858, and reached San Francisco April 7, 1859, after a good 112-day run. She sailed through the Golden Gate several hours ahead of the clipper *Nonpareil,* which had sailed four days before her. The only passage faster than this 112-day run of the *Comet* from East Coast ports to San Francisco with a sailing between April 7, 1858, and January 22, 1859 (and seventy clipper ships cleared between these dates), was a remarkably fast run of 103 days made by the *Andrew Jackson* of 1,679 tons (December 23, 1858-April 5, 1859), which holds the record for the fastest westward Cape Horn passage ever made (89 days 4 hours) as does the *Comet* for the fastest eastward passage (76 days 7 hours, wharf to anchor). Sailing from San Francisco, the *Comet* made a 47-day run to Hong Kong, proceeded to Manila to load, left that port September 24, 1859, and reached New York on January 17, 1860, after a 115-day passage on which she was only 77 days from Anjer and 41 days from the Cape of Good Hope.

The following record shows the sailing performance of the *Comet* for each of her six westbound Cape Horn (New York to San Francisco) passages, made during the period from October 1851 to April 1859, comparative with that of all other reputedly fast clipper ships that cleared an East Coast port for California somewhere around the same time and covering a period of several weeks before and after the clearance of the *Comet:*

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days Port to Port	Claimed Passage in Days
			Port	Date			
COMET'S First Westbound California Passage, 1851-1852							
				1851	*1852*		
JOHN WADE; 1851; 639	Willis	Hayden & Cudworth, Medford, Mass.	Boston	Sept. 5	Jan. 14	131	131
COMET; 1851; 1,836	Gardner	W. H. Webb, New York	New York	Oct. 1	Jan. 14	105	103
TRADE WIND; 1851; 2,045	Osgood	Jacob Bell, New York	New York	Oct. 2	Feb. 1	122	121
WILD PIGEON; 1851; 996	Putnam	George Raynes, Portsmouth, N.H.	New York	Oct. 11	Jan. 28 (also stated Oct. 13; 107 elapsed; 106 claimed)	109 and 107	107 and 106
GOLDEN GATE; 1851; 1,341	Truman	J. A. Westervelt, New York	New York	Oct. 13	Feb. 5	115	114
REINDEER; 1849; 800	Lord	Donald McKay, East Boston	Richmond (also given Oct. 25)	Oct. 26	Mar. 22 (via Valparaiso)	148	"About 142"
COMET'S Second Westbound California Passage, 1852-1853							
				1852	*1853*		
ISABELITA HYNE (bark); 1846; 350	Lamson	Philadelphia	New York	Sept. 8	Jan. 10	124	124
JOHN WADE; 1851; 639	Little	Hayden & Cudworth, Medford, Mass.	New York	Sept. 11	Jan. 7	118	117
MALAY; 1852; 868	Brown	John Taylor, Chelsea, Mass.	Boston	Sept. 14	Jan. 10 (also stated Sept. 15 and 117 days)	118	118
CHARLES MALLORY; 1852; 698	Hull	Charles Mallory, Mystic, Conn.	New York	Sept. 15	Jan. 8	115	115
THOMAS WATTSON; 1848; 349	Lyle	C. Goodwin & Co., Baltimore	Philadelphia	Sept. 20	Jan. 29	131	131
COMET; 1851; 1,836	Gardner	W. H. Webb, New York	New York	Sept. 27	Jan. 18	113	112
GEM OF THE OCEAN; 1852; 702	Crosby	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 4	Feb. 2	121	120

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure Port	Departure Date	Arrival at San Francisco	Length of Passage in Days Port to Port	Claimed Passage in Days
COMET'S Second Westbound California Passage, 1852-1853—*Continued*							
				1852	*1853*		
WILD PIGEON; 1851; 996	Putnam	George Raynes, Portsmouth, N.H.	New York (also given	Oct. 11 Oct. 12)	Feb. 7	119 (118)	118
FLYING DUTCHMAN; 1852; 1,257	Hubbard	W. H. Webb, New York	New York	Oct. 15	Jan. 27	104	103
DAUNTLESS; 1852; 791	Miller	B. F. Delano, Medford, Mass.	Boston	Oct. 15	Feb. 12	120	116
			(also stated 117½ net via Valparaiso)				
WESTWARD HO; 1852; 1,650	Johnson	Donald McKay, East Boston	Boston	Oct. 16	Jan. 31	107	103
COMET'S Third Westbound California Passage, 1853							
				1853	*1853*		
WHISTLER; 1853; 820	Brown	G. W. Jackman, Jr., Newburyport, Mass.	Boston	July 16	Nov. 21	128	128
			(also stated Nov. 24 and 131 days)				
FLYING DRAGON; 1853; 1,127	Baker	Trufant & Drummond, Bath, Maine	Boston	July 21	Dec. 16	148	148
WIZARD; 1853; 1,601	Slate	Samuel Hall, East Boston	New York	July 24	Dec. 19	148	148
NORTH WIND; 1853; 1,041	Hildreth	A. C. Bell, New York	New York	July 27	Dec. 12	138	138
COMET; 1851; 1,836	Gardner	W. H. Webb, New York	New York	Aug. 4	Dec. 10	128	128
TRADE WIND; 1851; 2,045	Webber	Jacob Bell, New York	Philadelphia	Aug. 4	Dec. 10	128	125
HURRICANE; 1851; 1,608	Very	Isaac C. Smith, Hoboken, N.J.	New York	Aug. 9	Dec. 12	125	123
MANDARIN; 1850; 776	Perit	Smith & Dimon, New York	New York	Aug. 9	Dec. 11	124	123
FLYING ARROW; 1852; 1,092	Clark	Isaac Dunham, Frankfort, Maine	New York	Aug. 10	Dec. 31	143	143
RAVEN; 1851; 712	Crocker	J. M. Hood, Somerset, Mass.	New York	Aug. 13	Dec. 11	120	119
NORTHERN LIGHT; 1851; 1,021	Hatch	E. & H. O. Briggs, South Boston	Boston	Aug. 15	Dec. 16	123	122
COMET'S Fourth Westbound California Passage, 1855-1856							
				1855	*1856*		
WILD RANGER; 1853; 1,044	Sears	J. O. Curtis, Medford, Mass.	Boston	Oct. 3	Feb. 15	135	134
MAMELUKE; 1855; 1,303	Whitney	E. & H. O. Briggs, South Boston	Boston	Oct. 3	Feb. 19	139	139
CARRIER DOVE; 1855; 1,694	Corning	James Abraham, Baltimore	New York	Oct. 5	Apr. 28	206	156 net
			(also stated 153 net via Rio de Janeiro)				
SANCHO PANZA; 1855; 876	Hildreth	Samuel Lapham, Medford, Mass.	Boston	Oct. 11	Mar. 8	149	145 net
			(also stated 147 net via Juan Fernandez)				
CHARMER; 1854; 1,055	Lucas	G. W. Jackman, Jr., Newburyport, Mass.	New York	Oct. 15	Mar. 8	145	143
NOONDAY; 1855; 1,189	Gerry	Fernald & Pettigrew, Portsmouth, N.H.	Boston	Oct. 17	Mar. 5	140	139
RESOLUTE; 1853; 787	McKenzie	Westervelt & Sons, New York	New York	Oct. 16 (cleared)	Mar. 11	147	145
COMET; 1851; 1,836	Arquit	W. H. Webb, New York	New York	Oct. 24	Feb. 25	124	123 (also 122)
RINGLEADER; 1853; 1,156	Matthews	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 27	Feb. 13	109	107
VICTORY; 1851; 669	Drew	Benjamin Dutton, Newburyport, Mass.	New York	Oct. 29	Apr. 1	155	153

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure Port	Departure Date	Arrival at San Francisco	Length of Passage in Days Port to Port	Claimed Passage in Days
COMET'S Fourth Westbound California Passage, 1855-1856—*Continued*							
				1855	*1856*		
WILD DUCK; 1853; 860	Ellery	George Raynes, Portsmouth, N.H.	New York	Oct. 30	Mar. 9	131	131
RIVAL; 1855; 983	Sears	Hayden & Cudworth, Medford, Mass.	Boston	Nov. 8	Mar. 31	144	143
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, Boston	Boston	Nov. 8	Mar. 8	121	120
OCEAN EXPRESS; 1854; 1,697	Cunningham	J. O. Curtis, Medford, Mass.	New York	Nov. 13	Mar. 27	135	133
COMET'S Fifth Westbound California Passage, 1857							
				1857	*1857*		
MAMELUKE; 1855; 1,303	Whitney	E. & H. O. Briggs, South Boston	New York	Jan. 13	July 5	173 (also 179)	173
NOONDAY; 1855; 1,189	Brock	Fernald & Pettigrew, Portsmouth, N.H.	Boston	Jan. 15	May 13	118	117 (also 113)
COURSER; 1851; 1,024	Cole	Paul Curtis, Medford, Mass.	New York	Jan. 30	July 4	155	154 (also 145)
COMET; 1851; 1,836	Arquit	W. H. Webb, New York	New York	Jan. 31 (also Jan. 30)	June 21 (also June 22)	142	140
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, Boston	Boston	Feb. 4	June 22	138	138
LOOKOUT; 1853; 1,291	Hamilton	Chase & Davis, Warren, R.I.	New York	Feb. 9	June 5	116 (also 117)	116
GOLDEN FLEECE; 1855; 1,535	Lunt	Paul Curtis, East Boston	New York	Feb. 10	June 21	131	124
COMET'S Sixth Westbound California Passage, 1858-1859							
				1858	*1859*		
MIDNIGHT; 1854; 962	Brock	Fernald & Pettigrew, Portsmouth, N.H.	Boston	Dec. 2	Apr. 5	124	121
STARLIGHT; 1854; 1,153	Howes	E. & H. O. Briggs, South Boston	New York	Dec. 6	Apr. 3	118	118
GOLDEN ROCKET; 1858; 608	Pendleton	Brewer, Maine	Boston	Dec. 8	May 18	161	158
NONPAREIL; 1853; 1,431	Green	Dunham & Co., Frankfort, Maine	New York	Dec. 11	Apr. 7	117	115
COMET; 1851; 1,836	Todd	W. H. Webb, New York	New York	Dec. 15	Apr. 7	113	112
NIGHTINGALE; 1851; 1,066	Peterson	Samuel Hanscomb, Jr., Portsmouth, N.H.	Boston	Dec. 17	May 18	152	148
ANDREW JACKSON; 1855; 1,679	Williams	Irons & Grinnell, Mystic, Conn.	New York	Dec. 23	Apr. 5	103	102
ASPASIA; 1856; 632	Green (?)	Maxson, Fish & Co., Mystic, Conn.	New York	Dec. 23	May 31	159	158
STORM KING; 1853; 1,399	Callaghan	John Taylor, Chelsea, Mass.	New York	Dec. 28	May 18	141	138
QUEEN OF THE SEAS; 1852; 1,356	Crowell	Paul Curtis, Medford, Mass.	Boston	Dec. 28	May 17	140	139 (also 138)

The *Comet,* on her seventh westward passage around Cape Horn (which was the commencement of her ninth voyage), sailed from New York under the command of Captain Todd on March 9, 1860, one week after the *David Crockett.* The comparative sailing performance of the nine clippers sailing from Atlantic Coast ports during February and March 1860 is set forth in the George B. Daniels section. The time of arrival of the *Comet* at San Francisco on this voyage has been generally recorded as June 30 and the passage a good run of 113 days. Cutler con-

firms these dates, but Howe and Matthews refer to this passage as one of 139 days' duration, give July 26, 1860, as the date of arrival, and justify the claimed long run by referring to a "stormy passage of 25 days around the Cape." And again, "While in a hurricane, north of the line in the Pacific, the mainmast was sprung and sails were blown from the gaskets."

The spars and sail spread of the *Comet* were cut down in 1856 because of economic conditions that affected the operation of all ships and particularly extreme clipper ships. In 1857 it was said, "The *Comet* of today is not the *Comet* of former years, but though her wings have been clipped she will undoubtedly give a good account of herself, even though the possibility of adding to the great number of speed records held by that wonderful sailer is remote." In 1861 the *Comet* ran from San Francisco across the Pacific, cleared Hong Kong March 16, and ran into bad weather, adverse sailing conditions, and bad luck that persisted until—because of the Civil War—she was sold in April 1863, when twelve years old, to George Croshaw & Company, London (reported price, $40,000). On the 1861 passage from Hong Kong to New York, she experienced seven days of persistent, fierce head gales off the Cape of Good Hope and damages to the mainmast, with a heavy loss of canvas. The run was completed, however, in 101 days (47 days from the Cape and 28 days from St. Helena). On her last voyage under the American flag, the *Comet* again sailed around the world and encountered "terrible weather." She arrived at San Francisco February 20, 1862, 140 days from New York, after battling gales for 26 days off Cape Horn—which rendered the bowsprit and head sails practically unusable for the remainder of the passage. A fast transpacific run of 41 days was made from San Francisco to Hong Kong, but leaving Macao on August 6, 1862, the *Comet* ran into a fierce typhoon in the China Seas. The rudderhead was sprung, which necessitated major repairs, and the ship was hove to for many days. The badly battered clipper reached New York December 19, 1862, and underwent permanent repairs. She sailed from New York March 11, 1863, during the height of the war and made a very fast run of 19 days to London, where she was sold to the British and renamed *Fiery Star*.

The *Comet*, under the British flag and her new name, was put in the colonial trade carrying passengers and freight between England and Australia. It was said of her by her commander, Captain Yule: "She is a comfortable, fast ship and a great vessel for the passenger trade." On her first run to Brisbane—which she made in 93 days—she carried 500 emigrants as well as "a good list of first- and second-class passengers," but bad luck still pursued her. On the return leg of her second voyage, she left Moreton Bay on April 1, 1865, for London, and when three weeks out a fire in her cargo became out of control. The captain, junior officers, some of the crew, and all of the passengers (no steerage were aboard), eighty in number, took to the boats and were never heard of again. Chief Mate Sargeant and seventeen of the crew, who volunteered to stay by the burning ship, were rescued by the bark *Dauntless* bound from Kingston for Auckland before the *Fiery Star* sank.

The *Asterion* was a medium clipper ship of 1,135 tons, launched by J. T. Foster, Medford, Mass., on June 28, 1854. (Editor's note: This ship has been credited elsewhere and by Massachusetts historians to the Stetson yard, of Chelsea, Mass. However, Charles Brooks's HISTORY OF THE TOWN OF MEDFORD [From its first settlement, in 1630, to the present time, 1855] lists her in "Register of Vessels Built in Medford" as constructed at the J. T. Foster yard by J. T. Foster for David Snow. American Lloyd's Registry of 1860 lists the *Asterion* as built at Medford in 1854; owner, D. Snow & Co.; hailing port, Boston.) The vessel was modeled to be "a good carrier with fair speed" and "an economical ship to operate." She carried 1,600 tons (of guano), or 1.4 times her registered tonnage. She was built for David Snow et al., Boston, Mass., and the original cost was stated at $67,000, or about $60 per ton. In 1860 she was bought by Bucklin & Crane, of New York, and the purchase price was announced as $46,000, or about $41 per ton; this was a good price at the time for a six-year-old ship and shows a depreciation in market value of only $3,500, or 5.2 per cent, and $3 per registered ton per year.

The maiden voyage of the *Asterion* was a profitable one, for she was chartered for $17,000 for a round transatlantic voyage to Liverpool. Records of the several voyages of the *Asterion* are meager. She sailed under Capt. Moses Gay from the Chincha Islands, Peru, on March 11, 1857, with 1,400 tons of guano (or 1.23 times her registered tonnage), drawing 21 ft. of water. We are told that she "was insured for the voyage at 7 per cent and 1 per cent additional for her guano charter." On August 31, 1859, the *Asterion* cleared Manila with Captain Snow in command. She passed Anjer on October 8 (38 days out) and was off the Cape of Good Hope on November 11

(34 days from Anjer), but was driven back by heavy westerly gales and did not get clear; she pointed northbound in the Atlantic until November 22, arriving at Boston January 26, 1860, 148 days out from Manila, 110 days from Anjer, and 65 days from the Cape. The ship then crossed the Atlantic, loaded coal at Cardiff, and with Captain Gardner in command sailed for San Francisco, arriving there April 22, 1861, after a slow passage of 139 days. Returning, she loaded guano at Baker's Island for Hampton Roads, Va. On September 16, 1861, from Pernambuco, Capt. E. C. Gardner (who had taken command of the *Asterion* following the loss of the *Intrepid* in the East Indies in April 1860) wrote to Bucklin & Crane, the owners: "I arrived off this port the 15th, 75 days from Baker's Island, and came to the outer roads this morning. I think you had better insure, even at the extra expense, as the *Asterion* is not a clipper and will be a bon prize for the Southerners. I shall sail this evening and take a new route for Hampton Roads." Captain Gardner sent his letter to New York on the brigantine *Joseph Parkes,* which left for New York on September 19, 1861, and was captured six days later by the Confederate raider *Sumter* under the command of Captain Semmes, who later achieved fame as commander of the *Alabama.* We are told that Semmes was highly amused when he read Gardner's letter, but that, after learning of the guano cargo in the *Asterion,* he thought that the hull alone of the vessel was not sufficient inducement for him to change his course and plans and engage in a battle of wits with the resourceful Gardner. In any event, the *Asterion* arrived at Hampton Roads safely on October 16, 1861, and later proceeded to New York.

Capt. Luther Hurd (skipper of the clipper ship *Charger,* 1857-1859) then took over the command of the *Asterion* for a voyage to California. The ship cleared New York January 2, 1862, and arrived at San Francisco May 14 after a passage of 131 days; the return run was made in 116 days. At the commencement of what was destined to be her last voyage, the *Asterion* cleared New York January 2, 1863, for California and experienced unfavorable sailing conditions throughout the entire passage of 151 days. She was 35 days to the Atlantic equator and 67 days to the Straits of Le Maire, spent 23 days in very heavy weather rounding Cape Horn, and was 28 days from 50° S. Pacific to the equator; in the North Pacific, she encountered light airs and required 33 days to run from the line to the Golden Gate. Returning, the *Asterion* proceeded to Howland's Island and loaded guano. Soon after sailing, the ship was lost during the night of September 24, 1863, on Baker's Island—some fifty miles from Howland's Island. The officers and crew got ashore with great difficulty and built shelters from the wreckage that drifted onto the land. Capt. W. H. McLain, who was one of the commanders of the Pacific Mail Steamship Company and as a boy of seventeen had shipped on the *Asterion* at San Francisco, tells in his REMINISCENCES how the men of the ship's complement dragged out a miserable existence for over two months—"their principal food being snakes which they dug from holes in the ground and sea birds which they caught." They finally sighted, signaled, and were rescued by the clipper ship *Herald of the Morning* of 1,294 tons (Captain Mitchell). Incidentally, this vessel was one of the most beautiful and fastest of all the clippers, but like many of her handsome, proud sisters she was compelled at times either to load a cargo of filthy guano or to proceed home light in ballast. The *Herald of the Morning* landed all but seven of the men of the *Asterion* at Howland's Island, and from there they got a ship for Honolulu, where they arrived Christmas Day of 1863, about three months after the loss of their ship. First Mate Aldrick and six men, who had left Baker's Island for Howland's Island in a salvaged ship's boat to obtain assistance, missed their objective, but finally reached one of the Kingsmill group. The mate and three of the crew reached Sydney, Australia, February 7, 1864, on board the *Clarence Packet.*

The *Aspasia,* a relatively small ship of 632 tons (much too small for the Cape Horn trade), was designed as "a full-modeled medium clipper." She was built in 1856 by Maxson, Fish & Company at Mystic, Conn., a little town famous for building among other outstanding ships (1) the record-holding Cape Horn clipper *Andrew Jackson* and (2) one of the two speediest and most durable and successful of all fast clippers in the California trade—the *David Crockett.* The *Aspasia,* on her maiden voyage, was sent from Philadelphia around the Horn to San Francisco under the command of Captain Green. She cleared on July 22 and went to sea from Lewes on July 25, 1856, reaching San Francisco after a passage of 136 days (reported as 134 days). That this sailing performance of the little *Aspasia* was not as bad or even as mediocre as it seems is suggested by a study of the only other passages of clipper or reputed clipper ships westward

around Cape Horn with arrivals at San Francisco during the months of November and December 1856 and the first ten days of January 1857. It will be seen that of the twenty-one supposedly fast ships reaching the Golden City during this period of two and a third months, only two, the 1,121-ton *Golden Eagle* (Captain Fabens) and the 1,704-ton *Bald Eagle* (Captain Treadwell), both extreme clippers and very speedy ships, made what would be termed "average good passages." These ships required 128 and 120 days, respectively, for their runs. (Treadwell claimed a "net" sea passage of 118 days.) Following the *Cyclone's* arrival at San Francisco on January 10, 1857, the *Dashing Wave* of 1,180 tons (Captain Young) sailed through the Golden Gate, completing (on January 10) a 120-day passage from New York. On January 12 the *Winged Arrow* of 1,052 tons (Captain Bearse) arrived after a 119-day run.

Name of Clipper and Tonnage	Captain	Arrival San Francisco	Time of Passage in Days Clearance to Entry
ARCHER; 1,096	Osgood	Nov. 5, 1856	145
B. F. HOXIE; 1,387	Crary	Nov. 6, 1856	154
BLACK PRINCE; 1,061	Brown	Nov. 6, 1856	150
NEPTUNE'S CAR; 1,616	Patten	Nov. 15, 1856	138
WESTERN CONTINENT; 1,272	Burnham	Nov. 15, 1856	177
BALD EAGLE; 1,704	Treadwell	Nov. 15, 1856	120
REINDEER; 800	Bunker	Nov. 18, 1856	169
SILVER STAR; 1,195	Wade	Nov. 19, 1856	155
ORIENTAL; 1,003	Whipple	Nov. 24, 1856	139
INTREPID; 1,173	Gardner	Nov. 26, 1856	149
GOLDEN EAGLE; 1,121	Fabens	Dec. 1, 1856	128
JOSEPH PEABODY; 1,198	Weston	Dec. 6, 1856	145
ASPASIA; 632	Green	Dec. 8, 1856	136
FLEETWING; 896	Howes	Dec. 13, 1856	163
NORTHERN EAGLE; 665	Hill	Dec. 16, 1856	169
OCEAN TELEGRAPH; 1,495	Willis	Jan. 3, 1857	155
MIDNIGHT; 962	Hatch	Jan. 3, 1857	144
BOSTONIAN; 1,100	Maling	Jan. 3, 1857	144
STARLIGHT; 1,153	Matthews	Jan. 3, 1857	135
RAPID; 1,115	Winsor	Jan. 5, 1857	224
CYCLONE; 1,109	Osgood	Jan. 10, 1857	141

The average length of the twenty-one passages, with consecutive arrivals at San Francisco during the entire period from November 5, 1856, to January 10, 1857, was 151⅓ days—a surprisingly high figure. Only two of the twenty-one passages were shorter than that of the *Aspasia,* and these were sixteen and eight days below, respectively. The passage of the *Aspasia* was fifteen and a third days shorter than the average length of passage of all the twenty-one clippers and reputed clippers. The time of passage is computed from the official clearance and arrival (or entry) dates, and most of the ships reported shorter passages from pilot to pilot, or "net" sailing days at sea.

The *Aspasia* made a second westbound Cape Horn passage to California in 1858-1859, clearing from New York December 23 and arriving at San Francisco May 31, 1859, after a passage of 159 days (158 days from Sandy Hook to the Golden Gate). This was a very slow passage for reasons not now known, and it was made to seem ridiculously so by the sailing performance of that marvelous medium and relatively full-modeled clipper *Andrew Jackson* of 1,679 tons, built in 1855 at the same little Connecticut town of Mystic that constructed the *Aspasia* the following year. The *Andrew Jackson* cleared New York the same day as the *Aspasia* (December 23, 1858) and, after a remarkably fast passage of only 103 days, was anchored in San Francisco Bay on April 5, 1859, fifty-six days before the *Aspasia* arrived. That the passage of the *Andrew Jackson* was outstanding and meritorious is proved by the length of the Cape Horn runs of all the nine clipper ships that arrived at San Francisco during the period from May 17 to 31 inclusive (there were no further arrivals prior to June 24):

Name of Clipper and Tonnage	Captain	Arrival San Francisco 1859	Time of Passage in Days Clearance to Entry
QUEEN OF THE SEAS; 1,356	Crowell	May 17	140
GOLDEN ROCKET; 608	Pendleton	May 18	158 (also 161)
NIGHTINGALE; 1,066	Peterson	May 18	152
STORM KING; 1,399	Callaghan	May 18	141
DERBY; 1,062	Hutchinson	May 18	136
HORNET; 1,426	Mitchell	May 28	130
FLYING CHILDERS; 1,125	Horton	May 28	126
HURRICANE; 1,608	Sherman	May 30	142
ASPASIA; 632	Green (?)	May 31	159

The lengths of all of these passages have been computed from official dates of clearance and entry, but in some cases (and particularly with certain ships that had to uphold a record for "speed") there is a pronounced difference between the commander's reported length of sea passage and the time required to journey from port to port, or the recorded time from clearance to entry. For instance, the *Flying Childers* (Captain Horton) reported a passage of 117 days, the *Hornet* 128 days, the *Nightingdale* 148 days, and the *Queen of the Seas* 139 days. The ships *Nightingale* (152 days), *Hurricane* (142 days), *Hornet* (130 days), and *Flying Childers* (126 days) were four of the fastest of American extreme clippers. The commercial depression and panic had had its effect on these sharp-lined, loftily sparred, and heavily canvased ships, which required a big crew of competent men to handle them. As cargoes were limited, freight rates were low, and as extreme clippers carried relatively little tonnage of paying freight for their size, many of the most spectacular and prominent American clippers were laid up for long periods of time in 1857-1859, including the famous *Flying Cloud* and the *Hurricane, Flying Childers,* and *Hornet.* All of these ships, when they were again put in service, resumed their trading with cut-down spars and reduced sail spread. A minimum amount of money was spent on them for maintenance and repairs, the number of the crew was slashed, and the quality of available seamen had deteriorated horribly. The longer runs of many of the extreme clippers in the late fifties are not surprising. Such ships could have their canvas lessened and the number of crew reduced, but it was impossible to make them better revenue-producing ships, in the days of low freight rates, by filling out the lines of their sharp hulls and giving them more displacement and deadweight or measurement cargo capacity.

The *Intrepid* of 1,173 tons, built by William H. Webb, New York, and launched in May 1856, was not an extreme clipper, but was designed in the winter of 1855-1856 when the demand was for ships that could carry more cargo and would be capable of making more profits than the extreme clipper ships. She was the third real clipper built for and owned by Bucklin & Crane, New York. Capt. E. C. Gardner, who had previously been master of the *Celestial* and *Comet* (owned by the same firm and built by the same builder), was in command of her during the ship's entire sea life; moreover, he "owned a piece" of the vessel. The *Intrepid* was proclaimed by contemporary authorities as one of the handsomest and the best and most sensibly designed ships built during the entire clipper shipbuilding decade. She was an acknowledged fast sailer, although she carried less canvas and a smaller crew (and, incidentally, more paying freight per registered ton) than the clipper ships of 1850-1853. The *Intrepid* had few opportunities to show her speed at sea, but when she had a chance, she demonstrated her quality. Capt. E. C. Gardner, who certainly knew a fast ship, claimed after her loss that the vessel in actual trade at sea had never once met her equal in sailing ability.

On her maiden voyage, the *Intrepid* cleared New York on June 30, 1856, but was somewhat delayed in getting away from Sandy Hook. She encountered "terrible weather" in the Atlantic and in rounding the Horn and did not reach the South Pacific until October 4, which was stated to be "the 94th day out." The ship entered at San Francisco on November 26, 1856, which gave a passage, "clearance to entry," of 149 days, but the press announced a 145-day run. Captain Gardner reported "a passage of 146 days with severe adverse conditions, contrary winds and heavy weather in the Atlantic, head gales and high seas off the Horn." It was also said, "We were 94

days on the run to 50° S. Pacific and 52 days from there to port." After the *Intrepid's* maiden passage to California, the marine fraternity—notwithstanding the explanations of Captain Gardner as to the weather experienced in the Atlantic and around the Horn "that greatly prolonged the run"—branded the ship as a slow sailer because two other clippers clearing from New York the same day "beat her badly." As a matter of fact, four clipper ships cleared East Coast ports on June 30, 1856, three from New York and one from Boston, and a fifth cleared New York on July 3, or four days later. A comparison of these five ships and their sailing performances on these passages shows a wide range in regard to length of the runs due to the courses taken in the Atlantic and the very different conditions of wind and weather experienced by the various ships during the Atlantic and around-the-Horn legs of the journey.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed Time	Claimed
ROMANCE OF THE SEAS; 1853; 1,782	Henry	Donald McKay, East Boston	New York	June 30	Oct. 24	116	113
NEPTUNE'S CAR; 1853; 1,616	Patten	Page & Allen, Portsmouth, Va.	New York	June 30	Nov. 15	138	134 (also 136)
INTREPID; 1856; 1,173	Gardner	W. H. Webb, New York	New York	June 30	Nov. 26 (reported by press as 145)	149	146
NORTHERN EAGLE; 1854; 665	Hill	Andrew Burnham, East Boston	Boston	June 30	Dec. 16	169	168
FLEETWING; 1854; 896	Howes	Hayden & Cudworth, Medford, Mass.	New York	July 3	Dec. 13	163	158

The next two ships to sail were (1) the *Oriental* of 1,003 tons (Captain Whipple), which cleared New York July 8 and arrived at San Francisco November 24 after a passage that figures 139 days from clearance to entry, but was claimed at 135 days, and (2) the *Snow Squall* of 742 tons (Captain Lloyd), which, sailing from New York July 9, 1856, did not reach San Francisco until January 30, 1857, or 205 days later, having put into Montevideo (September 15, 1856) en route partially dismasted and in distress. Another clipper ship, the *Rapid* of 1,115 tons (Captain Winsor), cleared New York on May 26, 1856, or thirty-four days before the *Intrepid,* and did not arrive at San Francisco until January 5, 1857, or forty days after the *Intrepid.* The *Rapid* experienced very heavy weather and during a gale on August 18, when in 60° S., 72° W., lost ten men. Ten others were injured, so that only the captain, mates, carpenter, and "four sailors who were barely able to hobble about the deck" worked the ship into Rio de Janeiro to get more men and have some repairs made. This passage of the *Rapid* occupied 224 days, port to port. The *Western Continent* of 1,272 tons (Captain Burnham) sailed from New York four days before the *Rapid* and made a passage to San Francisco of 177 days, port to port, while the *Reindeer* of 800 tons (Captain Bunker), clearing New York June 2, required 169 days to reach California; she arrived November 18 and was twenty days longer on the run than the *Intrepid.* It would seem that the *Rapid* was the only clipper that was ever compelled to turn tail to the westerly gales off the Horn and run back to a South Atlantic port while still sound in hull and spars, but obviously Capt. Phineas Winsor could not continue to buck head gales and seas and hope to round the Horn in the dead of a bitterly cold winter with only four sailors able to come on deck and not a single one in sound physical condition.

Leaving New York, Capt. Joshua A. Patten in *Neptune's Car,* Capt. William W. Henry in *Romance of the Seas,* and Captain Gardner in the *Intrepid* each set different courses; each had "a hunch" in regard to how far to go to the east and the longitude at which to cross the equator. In this gamble, Captain Henry won, Captain Patten came out second best, and Captain Gardner, fully as capable as or more so than the other two captains, was unfortunate and a bad third. The *Romance of the Seas,* according to Captain Henry, ran to the Atlantic equator in 29 days, was off the pitch of the Horn in 57 days, crossed the Pacific equator when 90 days out, and was outside the Golden Gate 113 days from Sandy Hook. The log of this ship shows no heavy weather, and the only criticism made of the conditions affecting the passage was "much light and baffling wind with poor trades"; yet the ship had wind enough in the usually erratic North Pacific to run from the equator to "land off Monterey" in 20 days, and in the South Atlantic she also had wind

enough to cover 2,006 nautical miles in ten consecutive days and 244 miles in twenty-four hours. The *Neptune's Car* was 80 days to the Horn and crossed the Pacific equator 107 days out. It was said at the time:

> The *Car* had much better sailing weather than the *Intrepid* in the Atlantic and beat that ship by about two weeks to the Cape, but in the run up the Pacific, the *Intrepid* regained about three days of the loss and passed through the Golden Gate eleven days behind her larger opponent. The *Romance,* which sailed at the same time, was lucky like most of the big McKay ships on the Cape Horn run, and after a fortunate early run she got ahead of the bad weather that the other two ships and many others had to encounter in the South Atlantic and off the Cape and was in the North Pacific sailing with a good breeze for the Golden Gate before the *Intrepid* had reached the Horn and when *Neptune's Car* was well down in the lower latitudes of the South Pacific.

The *Intrepid,* continuing her maiden voyage, crossed the Pacific from San Francisco to Shanghai and made a good run considering sailing conditions. She then went to India and returned with a cargo of rice to Shanghai, following which she sailed from that port in November 1857 for New York. On this homeward passage, she rescued ninety-six passengers from the ship *Waverly*—in distress and reported "wrecked"—and landed them at Hong Kong on November 24. The *Intrepid* left Hong Kong November 26, cleared the Straits of Sunda on December 16, 1857, 20 days out, and ran from Anjer to the Cape of Good Hope in 38 days. The actual sailing time from Shanghai to New York was reported as 110 days.

Commencing her second voyage, the *Intrepid* cleared New York for San Francisco on October 20, 1858, and arrived at her destination on March 5, 1859, after a passage reported by Captain Gardner as 132 days, but one which figures 136 days from date of clearance to entry. There were five clipper ship sailings from East Coast United States ports during the nineteen-day period October 15-November 2, 1858, inclusive, and the data of the ships and their passages can be briefly summarized as follows:

Name of Vessel, Year Built, and Tonnage	Captain	Builder	Departure from New York 1858	Arrival at San Francisco 1859	Length of Passage in Days	
					Elapsed Time	Claimed
OCEAN BELLE	Brown		Oct. 18	Mar. 27	160	157
A medium full-bodied ship, with large sail spread, advertised as a clipper but not accepted and classified as such.						
CREST OF THE WAVE; 1854; 942	Colley	Joshua Patterson, Thomaston, Maine	Oct. 20	Apr. 8	170	163
INTREPID; 1856; 1,173	Gardner	W. H. Webb, New York	Oct. 20	Mar. 5	136	132
MANITOU; 1855; 1,401	Honeywell	William Cramp, Petty's Island, N.J.	Oct. 23	Apr. 10	169	168
SEA NYMPH; 1853; 1,215	Whiting	Reuben Fish & Co., Fairhaven, Mass.	Nov. 1	Mar. 22	141	137

These passages of the *Crest of the Wave* and *Manitou* were the only westbound Cape Horn runs completed by these ships. The *Sea Nymph* of New Bedford (referred to), which should not be confused with the *Sea Nymph* of Baltimore (a ship of 526 tons, built in Baltimore in 1850 and condemned at Hong Kong in December 1860), completed her third Cape Horn passage to California on March 22, 1859; the claimed lengths of these three runs were 145, 113, and 137 days, respectively. The ship then made a passage in the winter of 1859-1860 in 130 days (claimed 126 days). She sailed from New York on her fifth and last voyage and on May 4, 1861, when 120 days out from New York, went ashore in a fog just north of Point Reyes. The crew was landed, with the loss of one man, and the ship and a cargo of 1,778 measurement tons of general merchandise were sold for the sum of $9,700.

The following record shows the passages of five clipper or reputed clipper ships set forth in comparison with the run of the *Intrepid.* They sailed from an East Coast port for California from forty-one days to a few hours before the *Intrepid* cleared New York on October 20, 1858, and arrived at San Francisco from three to thirty-four days after the *Intrepid* reached port.

Name of Ship	Captain	Tonnage	Departure 1858	Arrival San Francisco 1859	Passage in Days	
					Elapsed	Claimed
POLYNESIA	Morse	1,084	Sept. 9 Boston	Mar. 25 (Returned to Boston for repairs.)	197	152
SEAMAN'S BRIDE*	Wyman	758	Sept. 25 New York	Apr. 4	191	185
CARRIER DOVE	Montell	1,694	Oct. 1 New York	Mar. 8	158	155
OCEAN BELLE	Brown		Oct. 18 New York	Mar. 27	160	157
CREST OF THE WAVE	Colley	942	Oct. 20 New York	Apr. 8	170	163
INTREPID	Gardner	1,173	Oct. 20 New York	Mar. 5	136	132

*The SEAMAN'S BRIDE, a rather full-bodied, moderately canvased ship, designed as a "medium," or "half," clipper and built in 1856 by Carter & Co., Belfast, Maine, should not be confused with an extreme clipper ship of the same name of 668 tons, built in 1851 by R. & E. Bell, Baltimore, Md., and sold to the Germans in 1855, her name being changed to CARL STAEGOMAN; hailing port, Hamburg.

The second leg of the second voyage of the *Intrepid* was an eastward passage around Cape Horn and a return to New York in ballast. The ship cleared San Francisco March 25, 1859, and reached her home port on June 20 after a fast passage of 87 days, clearance to entry, and an absence from New York of just eight months, including twenty days' detention at San Francisco.

The third voyage of the *Intrepid,* which was planned to be a round trip between New York and China, was never completed. After a good run out to Shanghai, considering the monsoon, the ship discharged and left that port for Hong Kong in ballast. Her trip down the China coast was of great interest. Leaving Shanghai, she reached the open sea alongside of the mail steamer *Yang Tsze,* a vessel that boasted of much speed, and the Yankee sailing ship beat the mail steamer to the harbor of Hong Kong by a full two hours. At Hong Kong the *Intrepid* loaded a general oriental cargo, which included teas, silk, and "a large consignment of firecrackers," and sailed on March 17, 1860. It was the hope of the merchants that "the *Intrepid,* being an exceedingly fast American clipper," would get the firecrackers to New York so they would be on the market by the Fourth of July. This would have required a fast passage of 100 days or so, for the spread of time between the sailing date of March 17 and July 4 was only 109 days. The *Intrepid* did not have a favorable monsoon, as the season was late. She was at the equator 14 days out, but in endeavoring to make the western passage of the Straits of Gaspar, she got ashore on Belvidere Reef on March 31, 1860, Banca Island being in sight to the southwest. Captain Gardner had probably been endeavoring "to make haste too fast."

After the *Intrepid* stranded, efforts were made to kedge the ship off the reef, and a portion of the cargo was jettisoned, but with no success. The vessel's masts were then cut away, with the thought of not attracting the attention of the Malay pirates, who were plentiful in those waters. On the second day, the *Intrepid* was discovered by pirates, and the ship was attacked. As was customary in the China trade, the Yankee clipper was armed, carrying two 9-pound cannon and plenty of small arms, boarding pikes, etc. The crew of the *Intrepid,* consisting of twenty-six men, with their officers, fought well and expelled the pirates after they had gained the deck of the ship, with a loss of six Malays and one American seaman. Later, a vessel that proved to be the French merchant ship *Gallilei* was sighted. Captain Gardner fired his ship, with all hands taking to the boats. Another fight occurred between the officers and crew of the *Intrepid* in the ship's boats and the Malays in their proas, but the pirates were again driven off, and the men reached the French ship, which landed them at Anjer. A small vessel, the *Shandon,* was sent from Singapore to salvage any of the cargo not destroyed by fire or water, but a fleet of Malay proas was in possession and control, and she could not approach the wreck. Two Dutch gunboats appeared a little later and drove the pirates away. The *Shandon* salvaged cargo from the *Intrepid* and landed it at Singapore, where it was valued at only $2,000 as against a declared value of cargo of $660,000 put aboard the ship at Hong Kong. This was a tragic end to a beautiful ship and an American clipper of unquestioned quality. It also virtually ended the sea career of Capt. E. C. Gardner, brilliant in spots, for whereas he did later command the clipper *Asterion* of 1,135 tons for the

same owners for a voyage, the unfortunate end of the *Intrepid,* when only three years and ten months old, undoubtedly put the once successful skipper under a shadow.

The *Black Hawk,* built by William H. Webb for Bucklin & Crane, New York, in 1856 (but completed in early January 1857), was virtually a sister ship of the *Intrepid,* constructed in the same yard about six months earlier. There were three American clipper ships (or reputed clippers) built in the 1850's carrying the name *Black Hawk,* and to prevent confusion, particulars of these ships are given comparatively herewith:

Black Hawk I (1,579 tons; length 213 ft., beam 39 ft. 10 in., depth 26 ft. 10 in.), built in 1853 by Hall & Teague, Black Rock (Fairfield), Conn., for the builder's account. Foundered in 1854.

Black Hawk II (1,175 tons; length 178 ft., beam 38 ft. 5 in., depth 23 ft. 9 in.), built in 1856-1857 by W. H. Webb, New York, for Bucklin & Crane. Sold to George Howes & Company, New York, in 1865. Resold to Germans in 1880. In collision in 1888 and laid up in bone yard in 1889.

Black Hawk III (941 tons; length 167 ft., beam 35 ft., depth 17 ft. 6 in.), built in 1857-1858 by John Currier, Jr., Newburyport, Mass., for Moses Davenport et al., including builder, and Capt. Henry Shoof and their friends, Newburyport, Mass. Capsized and sank in a squall on April 8, 1860, in Bay of Bengal, India, when homeward bound.

Howe and Matthews give the registered tonnage of the *Black Hawk II* as 1,109 tons old measurement and the carrying capacity as 1,600 tons deadweight and say: "She had a half poop deck running to the forward house and a square stern; was a neat appearing ship, although not the beau-ideal clipper. Her record as a fast sailer is, however, fully established, and for years she was a successful and popular ship." This Webb-built vessel, like the *Intrepid,* was not an extreme clipper and was classed by contemporaries as "a fast medium clipper, with medium hull lines and carrying a good spread of canvas."

In William H. Webb's published book of the plans of vessels designed and built by him are reproduced the lines of the "Clipper Ship *Black Hawk*—1857." Webb gives the length on deck as 180 ft., beam molded 36 ft. 6 in., and depth of hold 23 ft. He states that she was built for the California and East India trade and adds: "Was a good carrier, proved a fast sailer and good sea boat and very successful vessel. Exemplification in her model that great deadrise is not necessary to secure high speed. Draft when launched, with masts standing, yards on deck, one anchor and three chains (21 tons), iron water tank (4 tons), hawsers and rigging on board, was forward 8 ft. 7 in., aft 9 ft. 10 in. Deep loaded 21 ft. 6 in." The *Black Hawk* had a rather flat floor, with relatively small deadrise, but quite an easy bilge and a moderate tumble home. Both the stern and the bow lines were good, but the forward lines were those of a moderate, or medium, clipper and not of an extreme clipper. There was a good and practical flare forward. The stern was square, with a short overhang, the extreme point of the taffrail being only a few inches beyond the projection of the rudder. The sail plan was more that of a packet than a clipper. There were four yards on each mast, with large single topsails, and studding sails were carried on the three lower yards of the foremast and mainmast.

Under the command of Capt. B. P. Bowers, the *Black Hawk* cleared New York for California April 2, 1857, on her maiden voyage and arrived at San Francisco July 30 after a passage of 119 days elapsed time, clearance to entry. This was the fastest of thirteen consecutive clipper ship sailings from East Coast United States ports during the sixty-five-day period February 10-April 15, 1857; the average length of these thirteen clipper ship passages was 141 days, port to port, and 135 days as claimed at sea, pilot to pilot. The following record gives the particulars of all six clipper ships clearing East Coast United States ports for California during the thirty-six-day period March 11-April 15, 1857, inclusive, with a comparison of their sailing performances:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1857	Length of Passage in Days	
			Port	Date 1857		Elapsed Time	Claimed
ELIZABETH F. WILLETS; 1854; 825	Holmes	Charles Mallory, Mystic, Conn.	New York	Mar. 24 (also Mar. 25 and Aug. 2)	Aug. 1	130	130
MARY L. SUTTON; 1856; 1,448	Sisson	Charles Mallory, Mystic, Conn.	New York	Mar. 28	Aug. 19	144	140

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1857	Length of Passage in Days	
			Port	Date 1857		Elapsed Time	Claimed
BLACK HAWK; 1856-1857; 1,175	Bowers	W. H. Webb, New York	New York	Apr. 2	July 30	119	119
FAIR WIND; 1855; 1,299	Stroot	E. & H. O. Briggs, South Boston	Boston	Apr. 1	Sept. 9	161	146 at sea
			Put into Rio de Janeiro for repairs.				
AURORA; 1853; 1,396	Clough	John Taylor, Chelsea, Mass.	New York	Apr. 4	Nov. 6	216 or 215	174 at sea
			Put into Rio de Janeiro.				
DARING; 1855; 1,094	Simonson	Geo. W. Jackman, Jr., Newburyport, Mass.	New York	Apr. 9	Aug. 22	135	131

In 1858 the *Black Hawk* is credited with her best lifetime sailing in the North Pacific, when she ran from the equator crossing to the Golden Gate in 18 days.

The 1859-1860 Cape Horn voyage of the *Black Hawk* started with a slow outward passage to California of 138 days, but that this sailing performance—about the poorest that the ship reported as far as cold figures are concerned during a period of some twenty-three years in the trade—was not a bad one when sailing conditions are considered is proved by an examination of the passages made by other clippers sailing about the same time. The following list shows all of the ten clippers that cleared East Coast United States ports for California between July 28 and October 2, 1859, a period of sixty-seven days (forty-one days before the *Black Hawk* sailed and twenty-six days after), with the particulars of the ships and comparative data of their sailing performances on these 1859-1860 passages to San Francisco. The average length of westward Cape Horn runs of the nine clippers, not including the *Black Hawk,* was 151½ days from clearance to entry and about 145⅓ days claimed at sea, pilot to pilot, excluding detentions en route. The average port-to-port length of passage of these nine ships was, therefore, over ten days longer than the run of the *Black Hawk.*

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1859		Elapsed Time	Claimed
MARY ROBINSON; 1854; 1,371	McCleave	Trufant & Drummond, Bath, Maine	New York	Aug. 2	Dec. 24, 1859	144	144 (also 143)
TALISMAN; 1854; 1,238	Thomas	Metcalf & Norris, Damariscotta, Maine	New York	Aug. 15	Jan. 6, 1860	144	142 (also 140)
DON QUIXOTE; 1853; 1,429	Nott	Samuel Lapham, Medford, Mass.	New York	Aug. 17	Jan. 4, 1860	140	139
WEST WIND; 1853; 1,071	Baxter	Joshua T. Foster, Medford, Mass.	New York	Aug. 20	Feb. 10, 1860	174	170
MALAY; 1852; 868	Wilcomb	John Taylor, Chelsea, Mass.	New York	Sept. 4	Jan. 31, 1860	149	149
BLACK HAWK; 1856-1857; 1,175	Bowers	W. H. Webb, New York	New York	Sept. 6	Jan. 25, 1860	141	138
PANTHER; 1854; 1,278	Gannett	Paul Curtis, Medford, Mass.	Boston	Sept. 14	Feb. 3, 1860	142	139
FRANCIS A. PALMER; 1854; 1,426	Allen	Wm. Perrine, Greenpoint, Long Island, N.Y.	New York	Sept. 15	Mar. 5, 1860	172	164
ASA ELDRIDGE; 1856; 1,324	Coleman	E. & H. O. Briggs, South Boston	New York	Sept. 29	Feb. 10, 1860	134	132
REYNARD; 1856; 1,051	Freeman	George W. Jackman, Newburyport, Mass.	New York	Sept. 30	Mar. 13, 1860	165	130
			Dismasted; put into Boston and sailed Nov. 4, 1859.				

The next voyage of the *Black Hawk,* also in the California trade and clearing New York December 21, 1860, was made under rather good sailing conditions for the westbound course and resulted in the ship's making the fastest outbound Cape Horn run of her career—a passage of 108 days, clearance to entry, and 107 days sailing time. That unusually propitious conditions

of weather, wind, and sea were encountered by all clipper ships clearing East Coast ports during the month of December 1860 is demonstrated by the fact that the average length of passage of such sailings was only 112 days, clearance to entry, and 110 days at sea as claimed. The following list gives all clipper ship sailings for California from East Coast United States ports during the forty-one-day period November 21-December 31, 1860, inclusive.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1861	Length of Passage in Days	
			Port	Date 1860		Elapsed Time	Claimed
MARY ROBINSON; 1854; 1,371	McCleave	Trufant & Drummond, Bath, Maine	New York	Nov. 28	Mar. 29	121	120
BELLE OF THE SEA; 1857; 1,255	Sigsbee	Ewall & Dutton, Marblehead, Mass.	New York	Nov. 28	Apr. 19	142	134 (also stated 139)
GRACE DARLING; 1854; 1,197	Bearse	E. & H. O. Briggs, South Boston	Boston	Nov. 30	Apr. 8	129	129
GOLDEN EAGLE; 1852; 1,121	Swift	Hayden & Cudworth, Medford, Mass.	New York	Dec. 5	Mar. 28	113	110
TALISMAN; 1854; 1,238	Thomas	Metcalf & Norris, Damariscotta, Maine	New York	Dec. 18	Apr. 13	116	112
SPITFIRE; 1853; 1,520	Leach	James Arey & Co., Frankfort, Maine	Boston	Dec. 21	Apr. 8	108	107
BLACK HAWK; 1856-1857; 1,175	Bowers	W. H. Webb, New York	New York	Dec. 21	Apr. 8	108	107
MORNING STAR; 1853; 1,105	Foster	Joshua T. Foster, Medford, Mass.	New York	Dec. 22	Apr. 23	122	118 (also stated 116)
ROMANCE OF THE SEAS; 1853; 1,782	Clough	Donald McKay, East Boston	Boston	Dec. 28	Apr. 13	106	106

In addition, a ship named *Racer,* a reputed clipper probably built in 1860 at Mystic, Conn., sailed from New York December 14, 1860, under the command of Capt. J. D. Gates, and arrived at San Francisco May 8, 1861, after a passage from port to port of 145 days (claimed 144 days). This run has been credited by marine historians to the clipper ship *Racer* of 1,669 tons, built in 1851 by Currier & Townsend, Newburyport, Mass., which is an error. This fast but unfortunate ship made only one passage to California, a 131-day (reported) run from New York to San Francisco in 1852 (June-October), and the vessel, built for the Red Cross Line of transatlantic sailing packets, was lost on the Irish coast May 6, 1856.

Another clipper ship, the *Flying Eagle* of 1,004 tons (Captain Walden), cleared New York forty-four days before the *Black Hawk* and reached San Francisco ten days after her. The *Flying Eagle,* which cleared New York November 7, 1860, is said to have sailed the following day and, when 48 days out, in Lat. 39° S., had "a heavy pampero, breaking the bobstays, springing the bowsprit badly, and staving bulwarks, boats and casks." The ship was headed for Montevideo for a new bowsprit and repairs, and she was at that port twenty-three days. Resuming her voyage, the *Flying Eagle* ran from the Uruguay port to the Golden Gate in 84 days and completed a 162-day passage, clearance to entry, and a claimed run of 137 sailing days from New York.

Howe and Matthews, in AMERICAN CLIPPER SHIPS, give the following excellent summary of the voyages of the *Black Hawk II* in the Cape Horn trade, in which she was engaged exclusively until 1880 except for a passage from New York to Melbourne, thence to Hong Kong and across the Pacific to San Francisco, negotiated in 1878-1879 shortly before she was sold to German interests for service in the North Atlantic. As did such fine clippers as the *Young America* (also built by Webb) and the *David Crockett* (built at Mystic, Conn.), the *Black Hawk* continued in service for long years after the more spectacular, sharp-lined, and small-carrying extreme clippers had been driven from the trade.

> Between 1857 and 1880 she [*Black Hawk II*] made 20 passages around Cape Horn to San Francisco, of which two were from Liverpool and 18 from New York; average for the 20, 124½ days. Those from Liverpool were 118 and 134 days; fastest from New York, 107 days in 1861 and 110 days in 1875; in 1867, her 113 days' run was the fastest for that year with the exception of the *David*

Crockett's 110 days. Of her passages from New York, eight were made in under 120 days, their average being 115 days. From San Francisco, direct, eastward, her record is also very good; one run to Boston of 97 days and four to New York in 95, 100, 101 and 102 days, respectively; to Liverpool, 101 and 104 days and to Queenstown, 113 days. From Jarvis Island to New York, she was 93 days, and from Baker's Island, 84 days, both including detention at Hampton Roads, where she called for orders. On Jan. 19, 1859, she left San Francisco Heads at 4 P.M. and hove to off Diamond Head, Honolulu, at 11 P.M. the 28th, a nine days, nine hours' passage. In 1869, on her passage to New York in 101 days, Capt. Hallet reported crossing the line in the Atlantic, 69 days from San Francisco and being within 900 miles of Sandy Hook, 84 days out.

Bucklin & Crane owned the *Black Hawk* until 1865, when that firm sold her to George Howes & Company, of New York and San Francisco. When in the hands of her original owners, the ship was commanded by Capt. B. P. Bowers from 1857 to 1861 and then by Capt. Seth Doane, who had been in command of the *Northern Light* from 1855 to 1861 and was first officer on that ship, under Capt. Freeman Hatch, when she made a record passage of 76 days 6 hours from San Francisco to Boston (March 13-May 29, 1853). When under the ownership of George Howes & Company, the masters of the ship were Doane, Milton B. Crowell (1866-1874), Hallet (for one passage home), Baker, and Howland. When this firm retired from business in 1880, the *Black Hawk* was sold to D. H. Waetjen & Company, of Bremen, Germany, which operated her for some nine years in the North Atlantic trade. On May 2, 1888, leaving Bremen in tow, the *Black Hawk,* with Captain Wachsmuth in command, was in collision and went ashore. She got off and sailed for Baltimore, but apparently she was seriously injured. It is said that she was laid up at an old ship graveyard in 1889, although another report states that she was in service as a towing barge in the nineties. It is evident, however, that the *Black Hawk* was a sturdy and well-built vessel. She engaged in the two most severe ocean trades for thirty-two years (twenty-four years in the California Cape Horn trade and eight years in the North Atlantic), and there is no record during this long period of steady, strenuous service under her own canvas, while making consistently good passages, that the ship ever had a major accident or made any substantial claim upon the underwriters.

The record of the *Black Hawk* in the California trade is outstanding for longevity, number of voyages, and average length of passages, and the vessel stands third of all clipper ships on all counts. (Editor's note: The *Young America* is given first place with thirty-one years, 1853-1883, in the Cape Horn trade; the *David Crockett* second place, with twenty-seven years, 1857-1883.) It is interesting to note that the medium, or half, clipper *Seminole* of 1,439 tons, built in 1865 by Maxson, Fish & Company, Mystic, Conn., also performed splendidly in the Cape Horn service until 1887. With her record of twenty-two years in the westbound run and twenty direct passages (average, 126 days; best, 98 days), she was the best and most successful of the clippers built during the uncertain war years of 1861-1865. It is interesting to note that of these four outstanding clipper ships, two were built by William H. Webb, and the other two were constructed at the little town of Mystic, Conn.

Crocker & Warren, New York, and Crocker & Sturgis, Boston

Crocker & Warren, of New York, was the owner of some of the fastest and most noteworthy of the great fleet of American clipper ships, and this firm was intimately connected with Crocker & Sturgis, of Boston. These two houses owned nine fine clipper ships, five of which were built to the order of Crocker & Warren, two for Crocker & Sturgis (one of which was sold, following completion, to Crocker & Warren, and the other partly owned by the Bacons, of Boston), and one was owned jointly by Crocker & Warren and Crocker & Sturgis. All these eight clipper ships built by "The Crockers" were constructed in New England yards—three at Damariscotta, Maine, three at Somerset,

Mass., one at Medford, and one at East Boston, Mass. The only clipper ship owned by either of the Crocker firms built in New York was the famous *Swordfish* of 1,036 tons (launched by W. H. Webb on September 20, 1851), which was constructed for Barclay & Livingston, of New York, and purchased from this firm by Crocker & Warren in 1854, when the ship was three years old and had made a great reputation as a fast sailer and an outstanding, fine vessel. The following list gives the particulars of the clipper ships built for and owned by Crocker & Warren, of New York, and Crocker & Sturgis, of Boston; all were built during the five-year period 1850-1854 inclusive.

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
ALERT	1850	Metcalf & Norris, Damariscotta, Maine	764	152- 6	33- 1	18
Sold at Calcutta 1857. Lost near Formosa, Oct. 1858. One of the first three clipper ships built in Maine.						
RAVEN	1851 (July 1)	James M. Hood, Somerset, Mass.	712	158	32- 8	17
Launched fully rigged. Built for Crocker & Sturgis, Boston, but promptly transferred to Crocker & Warren, New York. Condemned at Rio de Janeiro, 1863. Sold and repaired as bark BESSIE. Under Portuguese registry in 1875.						
SWORDFISH	1851 (Sept. 20)	William H. Webb, New York	1,036	169- 6	36- 6	20
Built for Barclay & Livingston, New York. Sold to Crocker & Warren in 1854 for $55,000. Lost in Yangtze, July 1862.						
QUEEN OF THE EAST	1852 (Feb.)	Metcalf & Norris, Damariscotta, Maine	1,275	184	38	23
Made a California passage in 1852, 153 days New York to San Francisco via Callao, with run from Callao to destination in 41 days. In latter part of 1854 was in China-Britain tea trade and in 1857 was in Britain-Australia trade. Lost on reef in the South Pacific in Apr. 1872 while on a voyage from San Francisco to Newcastle, N.S.W., Australia.						
PHANTOM	1852 (Dec. 8)	Samuel Lapham, Medford, Mass.	1,174	195	37-11	21- 6
Owned jointly by Crocker & Warren and Crocker & Sturgis. Sold later to D. G. & W. B. Bacon, Boston. Lost near Pratas Shoal, July 13, 1862.						
ARCHER	1852 (Dec. 29)	James M. Hood, Somerset, Mass.	1,096	182	36	21- 6
In May 1862, sold to William Perkins, Boston. Later resold to Samuel G. Reed, of Boston, and purchased in 1876 by Captain Crossman for $12,000, who re-rigged her as a bark. Foundered at sea Feb. 12, 1880, when on passage from New York to Havre.						
SKYLARK	1853 (Aug. 4)	James M. Hood, Somerset, Mass.	1,209	190	37	22
In 1864 owned by H. P. Sturgis, New York; in 1866 by Chandler Robins, with hailing port Hamburg. Sold 1867 to A. J. Schon, of Hamburg, and renamed ALBERTINE.						
TALISMAN	1854	Metcalf & Norris, Damariscotta, Maine	1,238	194- 8	36-11	23- 6
Captured and burned by the Confederate raider ALABAMA on June 5, 1863, in Lat. 14-35 S., Long. 36-26 W., while ship was on passage from New York to Shanghai and 34 days out.						
MYSTERY	1853 (Jan. 11)	Samuel Hall, East Boston	1,155	185 (deck)	37	23
Owned by Crocker & Sturgis jointly with D. G. & W. B. Bacon, of Boston. Made only one voyage under American flag. Sold at London, Mar. 1854, for £17,000 (no change of name) and put in Britain-India trade. In 1861 owned by W. Coltart, Liverpool. From 1863 to 1871, owned by J. M. Walsh, London.						

The *Alert* of 764 tons, constructed by Metcalf & Norris, of Damariscotta, Maine, was one of the first three veritable clipper ships built in Maine and the largest of the trio, all of which were launched in 1850. The other two were the *Grey Feather* of 587 tons, built by C. S. Husten, of Eastport, Maine, and the small bark *Black Squall* of 400 tons, built at the Cape Elizabeth yard of C. B. Butler. (All three vessels were either built for or promptly purchased by New York owners.) The *Alert* made two westward Cape Horn passages from New York to San Francisco in 1851 and 1853. Although her time was slow, her first run out, clearance to entry, does not show up so badly when considered in relation to the time made from port to port by all the other five clipper ships that cleared East Coast United States ports during the period of March 12-April 3, 1851:

Name of Ship	Tonnage	Captain	Departure: Port	Departure: Date 1851	Arrival at San Francisco 1851	Length of Passage in Days: Elapsed	Length of Passage in Days: Reported
INO	895	Little	New York	Mar. 12	July 24	134	133
JOSHUA BATES	620	Easterbrook	New York	Mar. 12	Oct. 16	218	156
ALERT	764	Bartlett	New York	Mar. 15	Aug. 21	159	150
ARCHITECT	520	Caspar	New York	Mar. 20	July 30	132	116 net claimed
					(via Talcahuano for repairs and water)		
SHOOTING STAR	903	Baker	Boston	Mar. 22	Aug. 14	145	124 net
					(via Rio de Janeiro for repairs)		
GAME COCK	1,392	Hollis	New York	Apr. 3	Oct. 5	185	129 net
					(via Rio de Janeiro for repairs)		

On the *Alert's* second and last westward Cape Horn passage, the ship, with Captain Thomas in command, cleared New York January 15, 1853, sailed from Sandy Hook two days later, and arrived at San Francisco on June 14 after a passage of 148 days. Six other clipper ships sailed for California from East Coast ports during the thirteen-day period January 9-21, 1853, inclusive and made passages as follows:

Name of Clipper	Tonnage	Sailed 1853	Length of Passage in Days: Elapsed	Length of Passage in Days: Reported
TORNADO	1,802	New York Jan. 11	111	111
RATTLER	539	Philadelphia Jan. 14	133	133
MOUNTAIN WAVE	633	Boston Jan. 17	131	130
SIMOON	1,436	New York Jan. 19	133	132
FLYING ARROW	1,092	Boston Jan. 20	345	143 (from New York)
Dismasted, she put into New York and sailed again Aug. 10.				
WINGS OF THE MORNING	915	New York Jan. 21	183	165 (net)
Put into Rio de Janeiro for repairs.				

The *Alert* was sold at Calcutta in 1857 and was lost in the China Sea near Formosa in October 1858, carrying with her two of the mates and half of her crew.

The *Raven* of 712 tons was a very fast little extreme clipper ship, and although built for the East India trade, she gave an excellent account of herself in the Cape Horn California service, as the following record of her four westward passages to San Francisco clearly shows:

California Westward Passage	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 1	Henry	Boston	Aug. 5, 1851	Nov. 19, 1851	106	106
Beat the TYPHOON (1,611 tons) by two days and the SEA WITCH (908 tons) by five days.						
No. 2	Henry	New York	Aug. 1, 1852	Nov. 30, 1852	121	121
Beat the bark GOLDEN AGE by twenty-eight days and the SEAMAN by eight days, but was beaten by the SOVEREIGN OF THE SEAS (2,421 tons) by eighteen days, the WINGED ARROW (1,052 tons) by seven days, and the SAMUEL RUSSELL (957 tons) by two days.						
No. 3	Crocker	New York	Aug. 13, 1853	Dec. 11, 1853	120	119
Beat the COMET (1,836 tons) by nine days, the TRADE WIND (2,045 tons) by six days, the MANDARIN (776 tons) by four days, the HURRICANE (1,608 tons) by four days, but was beaten by the WIDE AWAKE (758 tons) by six days (claimed seven days) and the WITCH OF THE WAVE (1,498 tons) by two days.						

(Continued on next page)

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 4	Hanson	New York (cleared for Rio de Janeiro)	Aug. 17, 1854	Feb. 23, 1855 (after discharging and reloading at Rio)	124 (under canvas)	118 (claimed net)

Not a comparative passage, as the ship did not clear New York for California, but took a cargo to Rio de Janeiro. The eight clipper ship sailings in Aug. 1854 from East Coast ports to San Francisco averaged 133½ days; best, RED GAUNTLET (1,038 tons), 119 days (claimed 118 days); longest, OSBORN HOWES (1,100 tons), 151 days.

Average length of four passages, 118 days; as reported or claimed, 116 days. In 1863 the RAVEN, rigged as a bark, cleared New York for a fifth passage to San Francisco after an absence from that trade of about nine years. She put into Rio de Janeiro leaking, where her cargo was removed and the ship condemned.

The *Raven,* on her maiden voyage, with Capt. William W. Henry in command, sailed from Boston on August 5, 1851, four days after the *Sea Witch* (Captain Fraser) and three days after the *Typhoon* (Captain Salter) had left New York. On the passage, the *Raven* gained two days on the big *Typhoon* and five days on the *Sea Witch* and arrived at San Francisco on November 19, 106 days out from New York. The *Typhoon* reached port on November 18 after a passage of 108 days, and the *Sea Witch* dropped her anchor in the bay on November 20, 111 days after her departure from New York, although it is said that she made the run from Sandy Hook in 110 days and was within 500 miles of the Golden Gate for five days. North of the equator in the Pacific, the *Sea Witch* was unfortunate and ran into light airs as she approached her destination, but the *Raven* was also unlucky and apparently had too much wind for a brief period. She lost her main-topmast when some three days from port and, it is said, lost "the greater part of two days as a result of this accident." Continuing around the world on her first voyage, the *Raven* is said to have beaten the *Sea Witch* (then over five years old) by three days on the transpacific run from San Francisco to Hong Kong and by three days in the passage from Hong Kong to New York. The *Raven* made the run home from the China port in 107 days and the *Sea Witch* in 110 days, each having sailed in the unfavorable monsoon season.

The *Raven,* on her second voyage, encountered very heavy weather off Cape Horn and experienced continual adverse sailing conditions during the entire run up the Pacific. From San Francisco, she went to Manila in 50 days and was 102 days thence to New York.

Much has been written of the arrival at San Francisco of six fine clipper ships within a space of thirty hours on December 10-11, 1853, with the little *Raven* completing her third westward Cape Horn passage in 119 days and beating the big *Hurricane* of 1,608 tons and the *Mandarin* of 776 tons (65 tons larger than the *Raven*) each by four days, the "colossal" *Trade Wind* of 2,045 tons by six days, and the large speedy *Comet* of 1,836 tons by nine days. Of the six clippers that were publicized as racing each other on these passages, only the *Witch of the Wave* (1,498 tons) beat the *Raven* and that by two days, but the *"Witch,"* which was 2.1 times the size of the *Raven,* had all the luck rounding Cape Horn. She sailed from 50° S. Atlantic to 50° S. Pacific in 13 days, whereas the *Raven* required 21 days and the still more unfortunate *Comet* 29 days. The best day's sailing of any of the sextet of clippers was made by the *Raven* with 310 nautical miles, the next best being 289 miles covered by the *Witch of the Wave.* However, all the six ships reaching San Francisco on December 10 and 11, 1853, were beaten by the small new clipper *Wide Awake* of 758 tons (built by Perrine, Patterson & Stack, Williamsburg, N.Y.), which, clearing New York on August 21, eight days after the *Raven,* followed her through the Golden Gate by only two days. The *Wide Awake* made a splendid passage of 114 days elapsed time, clearance to entry, and Captain Smith reported the run as one of only 112 days (evidently pilot to pilot). The *Raven,* completing her third voyage, ran from San Francisco to Singapore in 54 days, thence to Padang, and was 92 days from there to New York.

The *Raven's* fourth voyage, like the three preceding ones, was around the world sailing to the west (via Cape Horn, California, the Orient, and the Cape of Good Hope). The ship cleared New York on August 17, 1854, not for San Francisco but for Rio de Janeiro. After discharging and loading at Rio, she ran to San Francisco in 84 days and had ten days of heavy gales off Cape Horn, during which she suffered some damage. Continuing, the *Raven* went from the Golden Gate to Singapore in 55 days and was 83 days from Padang to New York. Voyage No. 5 was from Richmond, Va.,

to Sydney, Australia, in 103 days (made during the unfavorable season); thence 37 days to Padang and 80 days from there to New York, where she arrived June 13, 1856. The next four voyages consisted of outward passages to Batavia, Singapore, or Padang, the two fastest being in 87 and 91 days, with all the runs home from Padang, of which three were made in 89, 90, and 94 days. In 1859-1860, the *Raven* ran out to Hong Kong in 118 days and made a return passage via Padang in 120 days. Her next voyage was an attempt to make a fifth Cape Horn westward passage to California, and, as before stated, this run was never completed. At Rio de Janeiro, the ship's cargo was transferred to the British ship *Oliver Cromwell,* and the *Raven,* then rigged as a bark and twelve years old, was condemned and sold. She was acquired by J. De Costa Galvao, of Rio, and after repairs she was renamed *Bessie.* In 1871 she was registered as the bark *Don Antonia dos Santos,* owned by J. N. V. Carvalho, of Lisbon, and in 1875 (when twenty-four years old) she was doing service as the bark *Mondego* of Lisbon and was owned by A. S. Palminos.

The *Swordfish,* launched by William H. Webb on September 20, 1851, was one of the fastest sailing vessels ever built. She was designed by Webb in February 1851, constructed to the order of Barclay & Livingston, New York, and sold to Crocker & Warren in 1854 (when about three years old) for $55,000 (about $53 per ton). The *Swordfish* was an extreme clipper, with lofty masts and a great spread of canvas, but she was not as sharp-modeled as many vessels of her day. W. H. Webb, in his book (published in his later years), which reproduced the lines and certain plans of typical wooden vessels selected from the 150 craft that he designed and built, has this to say of the *Swordfish:*

> Built in 1851 for the general trade. Length on deck 170 ft., beam molded 35 ft. 10 in., depth of hold 20 ft. 2 in. Her first voyage made between New York and San Francisco was one of the shortest—100 days. Carried well, proved an excellent sea boat and favorite ship. Was a very good model for the Pacific Ocean and East India trade.

Webb's memory was at fault in regard to the sailing performance of the *Swordfish* on her maiden voyage, for she made a passage of 90 days and some hours instead of 100 days. An examination of the lines of the ship shows a midship section resembling that of Webb's *Comet.* The *Swordfish* had excellent stern lines, but her forward lines were fuller than those of most extreme clippers and suggest a seaworthy model. The ship was an extreme clipper in rig, with lofty spars and long yards; she carried five yards on each mast, with studding sails on the three lower yards of the fore and main. Howe and Matthews, the Boston historians, describe her as "a handsome ship in every way and as rakish as a racing yacht," although they say that "by some she was considered to be over-sparred" and that "some of her crews called her a 'Diving Bell.'" Many contemporaries, competent to analyze records and express unbiased opinions of worth, considered the *Swordfish* the fastest clipper ship of her tonnage ever built for general deep-sea work on the various trade routes of the world. The sailing record of the ship when relatively new, operated as designed, ably commanded and well manned (and when kept in first-class physical condition) would seem to bear out this contention, even if Boston marine interests from the time of her maiden voyage (when she beat McKay's crack extreme clipper *Flying Fish* of 1,505 tons by ten days in a Cape Horn passage to San Francisco) evidently sought to discredit the ship as they boomed the product of Massachusetts, and particularly Boston, shipyards. Donald McKay, persistently seeking in the early fifties to build bigger, sharper, and more heavily canvased ships, had a great deal of trouble with the spars of his vessels, but the *Swordfish,* although criticized by Boston "authorities" as being "over-sparred," seems to have lived a strenuous sea life of some eleven years (until wrecked in the Yangtze), during which she made six westbound roundings of Cape Horn and fought hurricanes, typhoons, and mountainous seas. There is no record of her being even partially dismasted or of having at any time to make port, during a passage, for repairs to either spars or hull.

The *Swordfish,* like all sharp-lined extreme clippers, was a wet boat forward under certain conditions of wind and sea, but in this respect the ship was no different from hundreds of other sharp-modeled, loftily sparred, and heavily canvased vessels of her class, and the appellation "Diving Bell" was not applied to the *Swordfish* until 1859, when the ship was eight years old. Landing at Shanghai, members of the crew, "tired, sick and worn out" after the vessel had successfully weathered terrific gales and tremendous seas, borrowed the nickname of one of Britain's fastest China tea clippers and tagged it to the *Swordfish* as the result of their experience with her on this one momentous voyage. On this particular passage from New York to Shanghai in 1859, with Captain Crocker in command, the *Swordfish* was very heavily laden and deep in the water. While running her easting down, she

encountered a succession of terrific westerly gales, and "scudding under bare poles at the rate of 14 knots" through tremendous seas, she took a good deal of water aboard because of her weight, low freeboard, and the nature of the storm and its effect on the sea. We are told that "the captain, officers and helmsmen were lashed to their posts, life lines were spread fore and aft, and large holes made in the bulwarks to let the water run off. The galley was washed out and the cabin, officers' quarters and forecastle were flooded for days together. Clothing, bedding, etc., were thoroughly water-soaked, and for over a week all on board had to subsist on ship bread and what canned goods they could get their hands on." The *Swordfish,* however, came through this ordeal "without having sustained any material damage." She lost no spars, and her hull suffered no apparent injuries beyond the washing away and damage to deck fittings, the effect of water in the quarters, and the emergency cutting of bulwarks, etc. Upon her arrival at Shanghai, it was not necessary to dry-dock the ship. Leaving that port on December 12, 1859, the *Swordfish* established two or more all-time sailing records on her passage to New York, where she arrived March 2, 1860, after a run of 81 days, and this notwithstanding the fact that she was becalmed near the equator for five days. On this amazing record run, the *Swordfish* went from Shanghai (December 12) to Anjer (December 22) in only 10 days—an all-time record; she was 31 days thence to the Cape of Good Hope and only 41 days from the Cape to New York (another record notwithstanding the fact that she was becalmed for five days). The last leg of the run from the Atlantic equator to New York was made in 16 days, the second fastest all-time run on record and beaten only by another Webb-built ship, the *Comet.* (With Capt. E. C. Gardner in command, the *Comet* traversed the distance during the first half of March 1854 in some hours over 15 days.) The New York HERALD, issue of March 4, 1860, announced the records made by the *Swordfish* from Shanghai to Anjer and from Shanghai to New York and the splendid run of "16 days from the Line."

The *Swordfish* was not a clipper that was "spotted" on her passages in order that she would have the benefit of making her runs during the most favorable season of the year and under propitious conditions. The first rounding of Cape Horn—her fastest run—was made at a good time of the year. On her second westward passage of the Cape, the season was moderate and the ship lucky in the weather encountered, but on her next four roundings of the Horn, sailing west, the *Swordfish* was off the Cape in winter weather (of the Southern Hemisphere). She experienced terrific westerly or head gales and heavy seas. In 1854, under the command of Capt. Horace N. Osgood, the ship left New York April 3 and had a midwinter passage around the Horn. On May 20, we are told, the *Swordfish* was "fighting for westing with one sail going after another, the forecastle battened down and the entire crew mustered in the safest possible place—on deck." Much has been made of this report, and Cutler says, "When risk of drowning in a forecastle becomes greater than danger on deck, it may be safely assumed that the ship is, as one master mariner grimly noted, 'very damp forward.'" Captain Osgood was a driver, and he had a relatively small and deep-laden extreme clipper under his command (her size was only 61 per cent of the tonnage of the *Andrew Jackson,* 58 per cent of the *Flying Cloud,* and 31 per cent of the *Great Republic*), with a recessed forecastle that carried most of its space volume below the weather deck. With low freeboard and fine forward lines, the ship naturally, like all vessels of her class under similar conditions of wind, sea, and lading, was shipping water forward, and Osgood was taking no chances with open hatches and doors and the flooding of the forecastle. Notwithstanding the gales and mountainous seas, the *Swordfish* crossed the Pacific equator 78 days out from New York (reported as both 78 days 4 hours and 77 days), and Cutler admits that this sailing performance was "35 days under the average passage for that season of the year"; also that but few ships in 1854 "did a better year's work than the *Swordfish.*" Leaving New York on April 3, 1854, she sailed 39,977 miles on a voyage around the world (via Cape Horn, San Francisco, Hong Kong, Manila, and Cape of Good Hope) and returned to New York on February 13, 1855, after an absence of only 10 months and 10 days, or 316 days, during which 261 days (82.6 per cent of the time) had been spent at sea and 55 days in port; the average daily mileage was 153 nautical miles and the average speed for some 40,000 miles, mostly in tropical waters, over 6.2 knots.

On the next two westward passages around the Horn, the *Swordfish* rounded the Cape in midwinter and experienced terrific head gales and seas. In 1856, when bound for Panama under Captain Crocker, she was 27 days off the Horn and could not reach 50° S. on the Pacific side of the Cape until the 86th day out. It is significant that prior to the end of 1859, no crew on the *Swordfish* had maligned the vessel, deserted, or, on being paid off at the end of a voyage, had given her the reputation of being

an unusually wet boat and a "Diving Bell." Not until landlubbers and inexperienced, incompetent men were bundled aboard the ship as A.B.'s by crimps did the forecastle hands criticize the ship. In the earlier years, the crews of the *Swordfish* were both proud of the ship and boastful of her achievements "in outsailing anything under canvas on any ocean in any kind of weather." In 1861, with Captain Crandall in command, the ship had a very stormy passage and bad weather off the Horn; Chief Officer Macy was swept overboard from the forecastle head, and a boat lowered was swamped alongside.

The following record shows the westward Cape Horn passages of the *Swordfish*. The ship's performance over the course to California during the clipper ship decade was not beaten by any vessel of her size sailing under similar conditions.

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	David S. Babcock	Nov. 11, 1851 (cleared Nov. 9)	Feb. 10, 1852	91	90 days 18 hours and 90 days 16 hours
The fourth fastest all-time passage ever made, being beaten only by 89- and 90-day passages of the ANDREW JACKSON (the record) and FLYING CLOUD (two runs around 90 days). From Sandy Hook to line, 23 days; to 50° S. Atlantic, 52 days; to Pacific equator, 71 days. For twenty-three days did not average over 3 knots. Best day's run, 325 miles; highest speed, 15 knots.					
No. 2	Charles Collins	Feb. 12, 1853	May 30, 1853	107	107
From Sandy Hook to Atlantic equator, 22 days, sailing 4,135 miles; average, 188 miles per day and over 7.8 knots. Was becalmed four days off Cape Horn. Best day's run, 340 miles, an average of 14.2 knots for twenty-four hours; highest speed logged, 15½ knots.					
No. 3	Horace N. Osgood	Apr. 3, 1854 (cleared Mar. 29)	July 23, 1854	111 (116)	110
From Sandy Hook to Atlantic equator, 18 days 15 hours, sailing 4,002 miles; average, 215 miles per day and 9 knots. Reached Cape Horn on 48th day and was at Pacific equator 78 days out.					
No. 4	Horace N. Osgood	Mar. 23, 1855 (cleared Mar. 19)	July 21, 1855	120	120 (but only 113 days to point outside Golden Gate)
From Sandy Hook to Atlantic equator, 24 days. Reached Cape Horn on 62nd day, then ran into nine days of heavy weather, head gales, and seas. Was at 50° S. Pacific 71 days out and at equator on the 90th day, but had light winds in run to port and was within 100 miles of Golden Gate for seven days.					

Average length of four westward passages, 1851-1855, is 107¼ days elapsed time actual sailing to entry and 105 days as claimed.

A fifth westward rounding of Cape Horn was a passage sailing from New York on May 7, 1856, for Panama under Captain Crocker. From Panama, the SWORDFISH crossed the Pacific and reached New York Apr. 29, 1857, 101 days from Manila.

A sixth and last westward Cape Horn passage (Captain Crandall in command) was made in 1861, leaving New York Apr. 29 and arriving at San Francisco on Sept. 12, 136 days out. The passage was a very stormy one, and Chief Officer Macy was lost overboard. The ship had cut-down spars and a much reduced crew, being operated with the prime thought on economy rather than speed.

The race between the Webb-built *Swordfish* and the McKay-built *Flying Fish* on their maiden voyages is a historic one and is more fully described elsewhere. The New York ship beat her Boston rival—which was 469 tons and 45 per cent bigger and a sharper-lined extreme clipper—by a good ten days, the passage of the *Swordfish* being 90 days 18 hours (also given as 90 days 16 hours), while that of the *Flying Fish* was reported as 100 days 6 hours to an anchorage outside the Golden Gate. There were only six sailings of clippers or reputed clipper ships from East Coast United States ports for California during November 1851. The *Versailles* (Captain Knowles), which should not have been classed as a clipper, sailed from Boston November 7 and made a passage of 138 days to San Francisco. In addition to the *Flying Fish*, sailing from Boston on November 6, and the *Swordfish* from New York November 11, the *Celestial* of 860 tons (another Webb-built ship), under Captain Palmer, cleared New York November 1 and made a passage of 108 days to San Francisco (reported as 106 days by the New York HERALD of March 31, 1852); the little Baltimore clipper *Thomas Wattson* of 349 tons (Captain Lyle) reported a run from the Delaware Capes to the Golden Gate of 118 days, and the fast Boston clipper *Northern Light* of 1,021 tons (Capt. Bailey Loring) sailed

from Boston November 20, 1851, and arrived at San Francisco March 8, 1852, after a passage of 109 days.

The *Swordfish,* continuing her voyage westward around the world, crossed the Pacific from San Francisco to Hong Kong in 48 days, then made a round voyage to Bombay, and sailed from Whampoa September 25, 1852, for New York. She arrived home on December 13 after a splendid passage against the monsoon of 89 days from Whampoa and 70 days from Anjer (best day's run, 340 miles; average, 14⅙ knots for twenty-four hours; highest speed by log, 15½ knots).

The second westward Cape Horn passage of the *Swordfish* resulted in a real race with the fast extreme clipper ship *Sea Serpent* of 1,402 tons, built by George Raynes, Portsmouth, N.H. The date of sailing of the *Sea Serpent* from New York has been stated as both February 11 and February 12, 1853 (the *Swordfish* sailed February 12); but all records agree that the *Sea Serpent* reached San Francisco on June 1, 1853, whereas the *Swordfish* reached port on May 30, or two days ahead of her antagonist. The 107-day passage of the *Swordfish* and the 109- or 110-day run of the *Sea Serpent* greatly outclassed all other clipper ship sailing performances over the course with passages commencing at an East Coast port between January 28 and March 18, 1853. During this period, there were twenty-six clipper ship sailings for California, twenty-four of which were completed. (The *Golden Light,* sailing from Boston February 12, the same day that the *Swordfish* sailed, was burned at sea February 22, and the *Corinne,* leaving New York February 17, was dismasted and returned to New York for repairs.) The average length of passage to San Francisco of the twenty-two clipper ships, other than the *Swordfish* and *Sea Serpent,* sailing from East Coast ports during the fifty-day period from January 28 to March 18, 1853, inclusive was 139½ days (claimed 138½ days), port to port. One of the twenty-two ships included in this computation did not actually reach her destination, for the *Carrier Pigeon* of 844 tons (Capt. Azariah Doane), which sailed from Boston January 28, 1853, went ashore near Point Ano Nuevo on the California coast during the night of June 6, when 129 days out from Boston, with a loss estimated at $53,500 for the ship and $140,000 for the cargo and freight money; a total of $193,500 over and above the recovered salvage value of $1,500.

The *Reliance* (Captain Berry), which left New York in company with the *Swordfish,* did not reach San Francisco until August 11, 1853, and this passage of 180 days was the slowest during the period. However, the *Corinne* (Captain Joyce), which left New York for San Francisco February 17 (five days after the *Swordfish*), did not reach her port of destination until October 13, or 238 days after sailing and 168 days after she made her second clearance from New York (April 28) on the same passage, with Captain Stickney in command. The *Flying Eagle* (Captain Parker), sailing February 22, did not reach San Francisco until August 10 after an elapsed time of 169 days, port to port. The ship had to put into Rio de Janeiro, where she lay for twenty-five days undergoing repairs. (This run is also stated as 167 days and 142 sailing days.) The *Snow Squall* (Captain Bursley), clearing New York February 25, occupied 158 days for the passage (reported as 155 days); the *Northern Crown* (Captain Lamb), sailing from New York February 8, made a run of 156 days (reported as 154 days). The fast *Golden State,* on her maiden voyage, left New York also on February 8, was partially dismasted in the North Atlantic when ten days out, put into Rio de Janeiro for repairs, and arrived at San Francisco 154 days from New York and 97 days from Rio. The only passage of under 120 days made by the clippers sailing for California between January 28 and March 18, 1853 (excluding the *Swordfish* and *Sea Serpent*) was that of the *Surprise* (Captain Ranlett), which sailed from New York March 15 and reached San Francisco July 9, 1853, after a passage of 116 days (Howe and Matthews report it as 118 days). Of the other fifteen completed passages, only five were between 121 and 129 days, six between 130 and 140 days, and four between 143 and 146 days.

On June 16, 1853, the *Swordfish* sailed from San Francisco westward across the Pacific and dropped her pilot at 2:00 P.M. to continue her second voyage around the world. On her second day out, she made 340 miles (14⅙ knots) and was in the passage between the islands of Oahu and Molokai of the Hawaiian group when only 9 days 2 hours out, having averaged to this point 232 miles per day and 9⅔ knots (best spurt speed, 16 knots). The Ladrone Islands were sighted when 25 days out, and as Captain Collins noticed indications of an approaching typhoon, he reduced sail to close-reefed fore and mainsails. We are told that under this canvas, in turbulent winds and seas, the ship "made nine knots with wind abeam." At 11:30 A.M., July 19, the *Swordfish* made Saddle Rock and anchored at 11:00 P.M. at the entrance to Shanghai to await daylight, having made the transpacific run

from San Francisco in 32 days 9 hours, which is the best all-time record. On this passage, the distance sailed was 7,200 nautical miles—an average of over 222 miles per day and 9¼ knots. From Shanghai, the ship went to Hong Kong and loaded at Whampoa for New York, sailing October 15, 1853, and arriving home January 20, 1854, after a passage of 97 days. She experienced a severe typhoon in the China Seas, which carried away the fore yard, part of the mizzenmast, and some canvas.

The third voyage (long distance) of the *Swordfish* was another globe-encircling journey to the westward, but this time via Hong Kong and Manila. Under the command of Capt. Horace N. Osgood, the ship evidently cleared at the customhouse March 29, 1854, but she did not sail until April 3. She arrived at San Francisco July 23 after a passage reported as 110 days, which was the best time made by any of the twenty-five clipper ships sailing in the California trade during the ninety-seven-day period between the clearing from New York of the *Flying Cloud* on January 19 and the departure from the same port of the *Stag Hound* on April 26, 1854. The fast *Golden Gate* of 1,341 tons, sailing the same time as the *Swordfish,* was beaten ten days on the run, and the two clippers *Golden Eagle* (Captain Fabens) and *Carrington* (Captain French), sailing before the *Swordfish,* were each beaten by fourteen days. The *R. B. Forbes* (Captain Ballard), which sailed from New York twenty-three days before the *Swordfish,* arrived at San Francisco three days after her, having made the passage in 137 days.

The fourth voyage of the *Swordfish,* under Captain Osgood, was westward around the world via Cape Horn, San Francisco, Hong Kong, and the Cape of Good Hope. She sailed from New York March 23, 1855, and was within 100 miles of her destination on July 14, when 113 days out, but calms and adverse light airs held back the ship, and she did not actually complete her passage until July 21, 120 days out from New York. This was the only passage made to California during the clipper ship decade of the 1850's on which the sailing supremacy of the *Swordfish* over all rivals was not clearly evident. Prior to 1855, only the *Sea Serpent* (in the spring of 1853) had given the *Swordfish* any real competition. The sailing conditions encountered from March to July over the Cape Horn course westbound to California were erratic and fluky. The following record gives a comparison of the passages of all the eleven clipper ships clearing East Coast United States ports for San Francisco during March 1855:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1855	Length of Passage in Days	
			Port	Date 1855		Elapsed Time	Claimed
LOOKOUT; 1853; 1,291	Joyce	Chase & Davis, Warren, R.I.	New York	Mar. 1	Aug. 2	154	153
ELLEN FOSTER; 1852; 996	Scudder	Joshua T. Foster, Medford, Mass.	Boston	Mar. 8	Aug. 2	147	147
POLYNESIA; 1852; 1,084	Watson	Samuel Hall, East Boston	Boston	Mar. 6	July 16	132	125
PANAMA; 1853; 1,139	Cave	Thomas Collyer, New York	New York	Mar. 8	June 29	113	112
WITCHCRAFT; 1850; 1,310	Freeman	Paul Curtis, Chelsea, Mass.	New York	Mar. 10	July 13	125	122
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, New York	New York	Mar. 13 (sailed Mar. 16)	July 15	124	121 and 115 net via Rio
QUEEN OF THE SEAS; 1852; 1,356	Tay	Paul Curtis, Medford, Mass.	Boston	Mar. 18	Aug. 2	137	136
SHOOTING STAR; 1851; 903	Kingman	James O. Curtis, Medford, Mass.	New York	Mar. 21	July 15	116	116
SWORDFISH; 1851; 1,036	Osgood	William H. Webb, New York	New York	Mar. 23 (cleared Mar. 19)	July 21	120	113 outside Golden Gate
WAR HAWK; 1855; 1,067	Simmons	George W. Jackman, Newburyport, Mass.	Boston	Mar. 27	Aug. 2	128	128
CORINGA; 1851; 777	Hallet	Jotham Stetson, Medford, Mass.	Boston	Mar. 31	Aug. 30	152	150

The fast clipper ship *Game Cock* (Captain Osgood) sailed from New York April 1, 1855, and did not arrive at San Francisco until August 24 after a passage of 145 days (also recorded as 150

days). The Pacific equator was not crossed until 121 days out from New York. Leaving New York nine days after the *Swordfish,* the *Game Cock* was forty days behind the Webb-built clipper in crossing the line in the Pacific, following which the Boston ship had the better luck in running to her port of destination in 24 days. The *Swordfish* got within a hundred miles of her goal in 23 days and sauntered the rest of the way in 7 days at an average speed of only 6/10th of a knot per hour.

It has been claimed that on this passage both the *Shooting Star* and the *Eagle* beat the *Swordfish.* The *Eagle* certainly did not beat the *Swordfish* from port to port, which is the all-important factor, and whereas the *Shooting Star* did beat her by four days on the completed passage, neither of these ships outsailed her. The *Shooting Star* was 92 days in sailing from New York to the Pacific equator, whereas the *Swordfish* covered the distance in 90 days, and she would have beaten her rival by from two to three days on the passage if she had been fortunate enough to have encountered the same winds in the North Pacific. The *Eagle,* sailing ten days before the *Swordfish,* had more favorable winds and claimed a run of 75 days from Rio de Janeiro. Captain Farran also reported his sailing date as March 16 and not the clearance date of March 13 and asserted that his ship had made a passage of 115 days at sea, on her course, excluding detention, etc. This, in fact (if true), does not equal the sailing performance of the *Swordfish,* but the extremely fast *Panama,* sailing over two weeks before the *Swordfish,* evidently made a sea passage fully equal to that of the Webb clipper and, with more favorable winds, beat her by about a day up to the time that the *Swordfish* became becalmed off the California coast.

The *Swordfish,* continuing her fourth voyage, sailed west across the Pacific and then made a splendid passage of 91 days on the last lap of the journey from Whampoa to New York. Under three different captains (Babcock, Collins, and Osgood), the *Swordfish,* during her first four and a half years afloat, had made four complete westward voyages around the world, with other side trips (such as the round voyage between Hong Kong and Bombay). During this period, she had done consistently splendid sailing and had not met her match at sea on any of the trade routes traversed.

Voyage No. 5 (long distance), with Captain Crocker in command, was again a westward journey around the world, but not via San Francisco. This time the ship went around the Horn to Panama and sailed thence over the slow tropical course to Manila, completing the voyage with a good run of 101 days from Manila to New York.

With Captain Osgood again in command, the *Swordfish* made her No. 6 long-distance voyage, which was from New York to Hong Kong in 102 days, with a return home from Manila in 107 days. This was followed in 1858-1859 by a voyage in the China trade, which consisted of a passage from New York to Hong Kong in 98 days and a return from the more northerly port of Shanghai in 104 days. Voyage No. 8 (long distance), under Captain Crocker, consisted of the memorable passage from New York to Shanghai before described and the historic return home (December 12, 1859-March 3, 1860) in record time (81 days), which, with certain sectional passage records, holds to this day for a canvas-propelled ship.

The next voyage (No. 9—prime), with Captain Crandall in command, was a westward passage around Cape Horn to San Francisco (already mentioned) in very heavy weather, wind and seas; continuing, the *Swordfish* made a transpacific crossing from San Francisco to Hong Kong in 56 days, the slow time being due entirely to sailing conditions. This was followed by a splendid passage back to San Francisco, which occupied only 36½ days and was within three days of the record established by the *Challenge* (another Webb-built clipper), under Capt. John Land, in March-April 1852. The *Swordfish* again crossed the Pacific, making a passage of 47 days to Foochow, following which she went to Shanghai and sailed from that port on July 9, 1862, with cotton for Amoy. In leaving the river, the ship got into difficulties and in high winds was blown onto the north bank of the Yangtze, where she went to pieces. The wreck was sold by auction for only 100 taels. The *Swordfish* came to an untimely end, through no fault of her own, when a scant eleven years old. During the entire period of her sea life, the sailing record of the ship was excellent, dependable, and—when conditions permitted—brilliant. Considering her size and type and the time that she was built, it is doubtful as to whether any clipper ship—American or foreign—reflected greater credit upon the designer and builder than did the *Swordfish.*

The *Phantom* of 1,174 tons, a fast clipper ship of good model (and one that has been classified as both an "extreme" and a "medium" clipper), was built by Samuel Lapham, Medford, Mass., "on spec." She was launched December 8, 1852, and sold in late November (preceding her launch) to

Crocker & Warren, of New York, and Crocker & Sturgis, of Boston, which were her joint owners for years. Ultimately, she came under the ownership of D. G. & W. B. Bacon, of Boston. Both contemporaries and historians have referred to the *Phantom* as "the marvellous *Phantom*." Considering her registered tonnage and type, the ship's record for speed, reliability, and seaworthiness—and for carrying sizable cargoes well—is a most excellent one. Capt. Peter Peterson, who was in command of the *Phantom* during five voyages, claimed that the ship "never had been beaten on the wind by any vessel and that only when going free had she been outsailed" and this by only a very few of the extreme clippers. Evidently, Captain Peterson and her owners considered the *Phantom* as a "medium clipper," but she had hollow entrance lines and was sharp-ended below water. She did have convex lines forward above the normal load line, and with a deadrise of only 20 in. and good buoyancy on the ends, she was very well modeled for speed combined with fair carrying capacity for a clipper ship and was a good sea boat. The *Phantom* had a very straight hull, with only 2 ft. sheer, and would have been improved with more lift and freeboard forward; she had 6 in. tumble home and was strongly built and diagonally braced with iron. Whether or not the hull of the *Phantom* should have been classed as an extreme or medium clipper (and she has day's runs of 345 miles and 336 miles to her credit and an average speed of 15 knots for half a day), the ship was undoubtedly an extreme, or "out-and-out," clipper in rig and was heavily canvased, as the following comparison of the length of the spars on the mainmast of the *Phantom* and the extreme clipper *Flying Cloud*—a ship 52 per cent larger—clearly shows. It is evident that the *Phantom* was more heavily sparred and canvased than the extreme clipper *Flying Cloud*, considering the size and natural ability of the hull to carry sail.

	PHANTOM	FLYING CLOUD	Difference
Registered tonnage	1,174 tons	1,782½ tons	608½ tons, or 51.8 per cent
Length on deck	195 ft.	225 ft.	30 ft., or 15.4 per cent
Beam	37 ft. 11 in.	40 ft. 8 in.	2 ft. 9 in., or 7.3 per cent
$\frac{\text{Beam}^2}{\text{Depth}}$	66.8 per cent	76.9 per cent	15.1 per cent

	Feet	Feet	Feet	Percentage
Length of main lower mast	86	88	2	2.3
" " main-topmast	48	51	3	6.3
" " main topgallant mast	26	28	2	7.7
" " main royal mast	18	19	1	5.5
" " main skysail mast	13	14½	1½	11.5
" " main lower yard	80	82	2	2.5
" " main-topsail yard	61½	64	2½	4.1
" " main topgallant yard	45	50	5	11.1
" " main royal yard	36	37	1	2.7
" " main skysail yard	29	24	minus 5	17.2 less

The *Phantom* made four westward Cape Horn passages to California during the clipper ship decade and five throughout her entire sea life, of which the following table gives a comparative record. The ship made an additional rounding of Cape Horn to the westward in 1859, but this was not a passage to San Francisco and, therefore, not comparative with the following. Leaving Boston March 13, 1859, the *Phantom* sailed for Honolulu, where she arrived July 12 after a passage of 120 days. (Continuing around the world to the westward, the ship, on this her seventh voyage, went from Honolulu to Foochow in 27 days and, sailing thence November 8, 1859, arrived at New York February 26, 1860, after a good passage, considering sailing conditions, of 110 days.)

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Alvin H. Hallett	Boston	Jan. 6, 1853	Apr. 20, 1853 (also recorded as 105 days, with Apr. 21 arrival)	104	104

Claimed to have passed the latitude of Rio de Janeiro on the 23rd day out (which, if correct, is an all-time record). Passed Cape Horn on 55th day and was 15 days from 50° S. Atlantic to 50° S. Pacific. Steering gear and rudder damaged and continued voyage under a jury-rigged steering apparatus. Was at Pacific equator on 89th day and made fast run to port of 15 days.

(Continued on next page)

California Westward Passage	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 2	Peter Peterson	New York	Oct. 26, 1854	Feb. 23, 1855 (also recorded as 121 days, with Oct. 25 departure)	120	120

Sailed from New York 10:00 A.M., Oct. 26, drawing 19 ft. 2 in. Was 34 days from Sandy Hook to the Atlantic equator and 68 days to Cape Horn. Crossed the Pacific equator on 95th day and ran to port in 25 days. Had heavy weather off Cape Horn and sprung mainmast in two places.

No. 3	Peter Peterson	New York	Jan. 18, 1856	Apr. 29, 1856	102	102 days 9 hours

A very fast passage. Was 20 days 9 hours from Sandy Hook to the Atlantic equator; 49 days to Staten Island, where she was becalmed 3 days. Was off the Cape 10 days, at Pacific equator on 81st day, and within 800 miles of the Golden Gate when 94 days out. Would have made a 97- or 98-day passage but for light winds during the last week of sailing.

No. 4	Peter Peterson	New York	Feb. 15, 1858	June 21, 1858	126	125

Was in sight of Cape Horn on the 58th day out, but then encountered adverse winds, which held practically all the way to destination. No chance at any time on this passage for fast sailing.

Average of four westward Cape Horn passages to San Francisco, 113 days.

The fifth passage of the PHANTOM from an East Coast port to San Francisco and her sixth rounding of Cape Horn was the outward run to California on Voyage No. 9. The ship, with Capt. Henry Sargent in command, cleared New York Apr. 11, 1861, and after experiencing severe weather and adverse or light winds throughout the passage, she reached San Francisco Aug. 26 after a slow passage of 137 days. She was 84 days to the Horn with very bad weather in the Atlantic, with 18 days of heavy gales off the Cape and light winds in the entire run up the Pacific.

On her maiden voyage, the *Phantom* had a bad time of it off the Horn, which is described by Howe and Matthews, in AMERICAN CLIPPER SHIPS, as follows:

> During the 15 days from 50° to 50°, she had a continuation of very heavy gales, during which part of the stem was washed away, cabin filled with water and the patent steering apparatus broken. The rudder head and jury tiller were later carried away and on several occasions the sea made a clean breach over her; the ship laboring hard and the crew much used up with exposure. Captain Hallett rigged up a tackle by which she was steered into port.

The *Swordfish,* previously described, was not by any means conspicuous as a "wet boat" in such waters as rounding the Horn going west, for given the same conditions of the elements, any of the clippers would ship a good deal of water on deck and be severely pounded. Both the *Phantom* and *Swordfish,* however, had medium clipper hulls as far as the sharpness of the forward underwater lines was concerned, and they fared better than many of the "razor-sharp, hollow-lined," speed-modeled clippers, which were shaped more for smooth-water service than for bucking westerlies and mountainous seas.

The big clipper ship *Tornado* of 1,802 tons (Captain Mumford) left New York on January 11, 1853, five days after the *Phantom* and, encountering better weather conditions in the South Atlantic and when rounding the Horn, spoke the *Phantom* in the latitude of the high forties in the South Pacific. (She had gained three days on Captain Hallett's smaller ship in the run to the Horn, making the passage in 52 as against 55 days. Soon after 50° S. Pacific was passed, another two days had been gained in bad weather, as the *Phantom* had trouble with her rudder and steering gear.) In the run up the Pacific, the *Phantom* outsailed the *Tornado* by twelve days, reaching San Francisco April 20, whereas the bigger ship did not reach port until May 2. However, luck was against the *Phantom* in the extreme southern latitudes and when rounding the Horn. In the North Pacific, she experienced splendid winds, so that she ran from the line to San Francisco in 15 days; whereas the *Tornado* was within 300 miles of the Golden Gate for a week. (Mumford reported his passage as 109 days, evidently considering it ended when he was practically becalmed off the Farallones and either on or very near the pilot grounds.) When the two clippers were sailing together in the South Pacific under identical conditions of wind and sea, the *Phantom* demonstrated her superiority to Captain Mumford's much larger clipper, for the log of the *Phantom* on March 14, 1853, reads: "47° S.—83° W., 67 days out, spoke and passed the clipper ship *Tornado,* 69 days out from New York; from 1 A.M. to noon, making 15 knots." Captain Hallett was in error with respect to the time of departure of the *Tornado* from New York, as the *Phantom* spoke her 62 days and not 69 days out. Thirty-seven

days after the date that the *Phantom* passed the *Tornado,* Captain Hallett anchored his ship in San Francisco Bay; whereas Captain Mumford's big *Tornado* did not reach port until twelve days later.

Twelve clipper ships or reputed clippers reached the Golden City during the period April 10-April 30, 1853, inclusive. The following record gives a comparison of the ships and of their sailing performances. It will be noted that nine of the twelve ships were brand new and on their maiden voyages; only two of the vessels had previously made a Cape Horn westbound passage to California. The *Phantom* very definitely outsailed "the field," the length of her passage being 104 days as against an average of 119 days elapsed time and 117 days reported for the length of passage of the other eleven ships. The next best passage was that of the *Bald Eagle* of 1,704 tons, with 107 days, and the longest passage was that of the *Fleetwood* of 663 tons, with 133 days (claimed 130 days). Twenty-six clipper ships cleared East Coast United States ports for California during the period December 7, 1852-January 26, 1853, but not one of them equaled the sailing performance of the *Phantom* (104 days). The next best passages of this fleet were made by the *Bald Eagle* (107 days), *Winged Racer* (108 days), *Storm* and *Tornado* (each 111 days), *Eagle* (113 days; reported as 111 days), and *Flying Childers* (113 days); eleven of the passages were over 130 days and three over 180 days, port to port.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
JACOB BELL; 1852; 1,381	Kilham	Jacob and A. C. Bell, New York	New York	Dec. 8, 1852	Apr. 10 (maiden voyage)	123	122
FLYING CHILDERS; 1852; 1,125	White	Samuel Hall, East Boston	Boston	Dec. 18, 1852	Apr. 10 (maiden voyage)	113	113
STORM (bark); 1852; 545	Roberts	Sag Harbor, N.Y.	New York	Dec. 20, 1852	Apr. 10 (maiden voyage)	111	110
BALD EAGLE; 1852; 1,704	Dumaresq	Donald McKay, East Boston	New York	Dec. 25, 1852 (cleared)	Apr. 11 (maiden voyage)	107	107
FLEETWOOD; 1852; 663	Dale	George Raynes, Portsmouth, N.H.	Boston	Dec. 1, 1852	Apr. 13 (maiden voyage)	133	130
GOLDEN WEST; 1852; 1,441	Curwen	Paul Curtis, East Boston	Boston	Dec. 13, 1852	Apr. 16 (maiden voyage)	124	124
HUSSAR; 1852; 721	Lucas	George W. Jackman, Newburyport, Mass.	Boston	Dec. 22, 1852	Apr. 16 (maiden voyage)	115	115
ROMAN; 1850; 775	Hepburn	George Raynes, Portsmouth, N.H.	New York	Dec. 18, 1852 (first and only voyage to California)	Apr. 17	120	115
RED ROVER; 1852; 1,021	Putnam	Fernald & Pettigrew, Portsmouth, N.H.	New York	Dec. 18, 1852	Apr. 19 (maiden voyage) Put into Juan Fernandez two days.	122	117 net (claimed)
CARRINGTON; 1847; 641	French	Warren, R.I.	New York	Dec. 14, 1852 (second of four voyages to California)	Apr. 20	127	121
PHANTOM; 1852; 1,174	Hallett	Samuel Lapham, Medford, Mass.	Boston	Jan. 6, 1853	Apr. 20 (maiden voyage)	104	104
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, New York	New York	Jan. 7, 1853	Apr. 30 (second voyage)	113	111

The six clipper ships that sailed from East Coast United States ports immediately preceding the *Phantom* (during the period December 19, 1852-January 6, 1853) averaged passages of 136½ days elapsed time and 134½ days as claimed. The six clippers that sailed following the *Phantom* (clearing between January 7 and 15, 1853) averaged 125 days elapsed time and 124 days as reported. It will be noted that twelve clipper ships arrived at San Francisco from East Coast ports during the three-week period April 10-30, 1853, inclusive—an average of one every one and three-quarter days; seven of these ships sailed from New York and five from Boston. Of the twelve clippers, four were built in Greater Boston, three in Greater New York, three in New Hampshire, and one in Rhode Island.

On the return passage of Voyage No. 1, the *Phantom* loaded guano at the Chincha Islands, Peru, and leaving Callao on September 16, 1853, she reached Rio de Janeiro October 18 after an all-time

record passage between the ports of 32 days. However, this performance was not all glory; for she put into Rio "for cause" and, incidentally, for repairs (a bad leak had developed), and she was not scheduled to stop at the Brazilian port. Leaving Rio, the *Phantom* continued her good sailing and went to Sandy Hook in 31 days, making the complete passage from Callao to Sandy Hook in 63 days. Bad luck continued to pursue the ship, and she grounded on Flynn's Knoll off Sandy Hook in a fog on February 14, 1854; she got off without apparent injury, however, and not much loss of time, as she was anchored in New York Harbor and officially entered on February 16.

Voyage No. 2 of the *Phantom* was a transatlantic passage from New York to London (20 days to the Lizard), with a homeward westward passage of 30 days from London (evidently Portsmouth) to New York. Capt. Peter Peterson then relieved Capt. Alvin H. Hallett of his command, and the *Phantom* sailed from New York October 26, 1854, for California, commencing her Voyage No. 3, which included her second westward rounding of Cape Horn and was her first voyage around the world. There is a great variation in the reports of the sailing performances of the clippers that sailed from East Coast United States ports during the latter part of October 1854, when the *Phantom* cleared New York on her second westward Cape Horn passage to California. The *Phantom,* sailing October 26, 1854, and arriving at San Francisco February 23, 1855, definitely made a 120-day passage. Howe and Matthews report a 117-day passage for the *Bald Eagle,* which passed through the Golden Gate on February 23, the same day as the *Phantom;* both these ships cleared at the custom-house, New York, on October 25, 1854, and the *Phantom* sailed at 10:00 A.M., October 26. If Captain Treadwell in the *Bald Eagle* sailed the day that he cleared his ship, he was beaten one day by the *Phantom* on the passage out and made a run of 121 days; if he sailed the next day (as did Captain Peterson), then the two ships did equally well, and each made a 120-day passage. However, Howe and Matthews write that the *Bald Eagle,* on this run, beat the *Phantom* by four days, the *Pampero* by eight days, and was in turn "beaten three days by the medium clipper *Southern Cross* and equalled by the *Sweepstakes.*" Cutler says that "Peterson in the *Phantom* was off on the 26th of October one day behind Lane in the *Sweepstakes,*" and the latter ship "registered a victory of 24 hours net for the run," which statement seems to check with the known facts. The records of the departures and arrivals of these competitive clippers (and all the six sailings during the twenty-four-day period October 16-November 8, 1854) are as follows:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1854	1855	Elapsed	Claimed
PAMPERO; 1853; 1,375	Coggins	Charles Mallory, Mystic, Conn.	New York	Oct. 18	Feb. 20	125	125
SWEEPSTAKES; 1853; 1,735	Lane	D. & A. Westervelt, New York	New York	Oct. 25	Feb. 21 (claimed sailed Oct. 26 and	119 118 days)	117
LOTUS; 1852; 660	Leckie	John Taylor, Chelsea, Mass.	Boston	Oct. 25	Feb. 25	123	123
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, East Boston	Boston	Oct. 25	Feb. 22	120	119
BALD EAGLE; 1852; 1,704	Tread-well	Donald McKay, East Boston	New York	Oct. 25	Feb. 23	121	117
PHANTOM; 1852; 1,174	Peterson	Samuel Lapham, Medford, Mass.	New York	Oct. 26	Feb. 23	120	120

The uniformity of the length of passages of the five clipper ships sailing from East Coast ports on October 25 and 26, 1854, is amazing. Departing within a day of each other, these five vessels traversed over 16,000 miles during about four months at sea, arrived within four days of each other, and made good runs considering the sailing conditions encountered. The *Southern Cross,* which sailed one day before the *Phantom,* reported being in company with the *Phantom* on January 2, 1855, off Cape Horn and arriving at San Francisco one day ahead of her. This would make the passages of the two ships the same, the *Phantom* having one day advantage on the Atlantic side and losing one day to her rival on the run up the Pacific.

Continuing Voyage No. 3, the *Phantom* crossed the Pacific from San Francisco to Hong Kong in 46 days. She then went to Foochow and loaded, sailing from there July 26, 1855, and reaching New York November 27 after a passage of 124 days made under very unfavorable conditions.

Voyage No. 4 of the *Phantom* was her second around the world and included her third westward rounding of Cape Horn. She sailed from New York January 18, 1856, and arrived at San Francisco April 29 after a passage of 102 days 9 hours. On this passage, the *Phantom* did her best sailing in the California trade. It is possible that she might have made a near record run over the course with a little luck. The ship was becalmed for three days off Staten Island, was within 800 miles of San Francisco when 94 days out from New York, and was delayed from there in by light airs and calms. Cutler, in GREYHOUNDS OF THE SEA, says that the *Phantom* made this passage in 101 days and beat the *David Brown,* which sailed three days before her, by two days in the run to San Francisco:

> Captain Bradley, who now had the *David Brown,* figured in the keenest race of the year around Cape Horn. He sailed from New York the 15th of January, followed three days later by Peterson in the *Phantom.* Few ships are entitled to higher rank than these two in high average performance. They could sail in any weather, blow high, low or flat calm. There appears to be no record of the ships sighting each other during the voyage. It was a race against time with grit for a pace maker. As it was the *Phantom* gained two days on the *Brown,* anchoring at San Francisco on the 29th of April, 101 days from New York, while the *Brown* reached port the day before in a passage of 103 days.
>
> As so frequently happened, the two ships were not satisfied with this brush, but followed it up immediately with a race to Hong Kong. Again the *David Brown* sailed first, this time two days in advance of the *Phantom,* both ships being in light sailing trim. Peterson sailed the morning of May 16th, discharging his pilot at noon. On the 2nd of July he sighted the *David Brown* ahead, and two days later he took a pilot off Hong Kong at 6 A.M., drifting slowly in through the jabbering fishing junks over a sea covered with millions of floating cuttle fish bones, "the *David Brown* almost out of sight astern to leeward."

There were nine clipper ship sailings from East Coast United States ports for California during the month of January 1856. The *Phantom* (1,174 tons) and *David Brown* (1,715 tons) sailed from New York about the middle of that month (January 18 and January 15, respectively) and clearly proved superior to all competition, as the following record shows. (Sailings of December 31, 1855, and February 1, 1856, are included, and the list shows all clipper ship clearances during the forty-two-day period December 28, 1855-February 7, 1856, inclusive.)

Name of Clipper and Tonnage	Captain	Year Built	Builder	Departure		Length of Passage in Days	
				Port	Date	Elapsed	Reported
RAMBLER; 1,119 tons	Lothrop	1854	Hayden & Cudworth, Medford, Mass.	Boston	Dec. 31, 1855	143	142
WILD HUNTER; 1,081 tons	Sears	1855	Shiverick Bros., East Dennis, Mass.	Boston	Jan. 5, 1856 (cleared; maiden voyage)	115	112
AURORA; 1,396 tons	Clough	1853	John Taylor, Chelsea, Mass.	New York	Jan. 7, 1856	113	112
GOLDEN CITY; 810 tons	Avery	1852	J. A. Westervelt, New York	New York	Jan. 7, 1856 (cleared)	115	113
DAVID BROWN; 1,715 tons	Bradley	1853	Roosevelt & Joyce, New York	New York	Jan. 15, 1856 (also Jan. 16)	104 (103)	103
PHANTOM; 1,174 tons	Peterson	1852	Samuel Lapham, Medford, Mass.	New York	Jan. 18, 1856	102	102
ALEXANDER; 596 tons	Holway	1852	Hayden & Cudworth, Medford, Mass.	New York	Jan. 20, 1856	123	123
SULTAN*	Wyman			New York	Jan. 20, 1856	122	122
DERBY; 1,062 tons	Hutchinson	1855	John Taylor, Chelsea, Mass.	Boston	Jan. 22, 1856	120	120
NABOB; 1,246 tons	Bartlett	1854	John Taylor, Chelsea, Mass.	Boston	Jan. 29, 1856	113	112

(Continued on next page)

Name of Clipper and Tonnage	Captain	Year Built	Builder	Departure		Length of Passage in Days	
				Port	Date	Elapsed	Reported
LOTUS; 660 tons	Leckie	1852	John Taylor, Chelsea, Mass.	New York	Feb. 1, 1856 (cleared)	155	146
SEA NYMPH; 1,215 tons	Harding	1853	Reuben Fish & Co., Fairhaven, Mass.	New York	Feb. 1, 1856	114	113

*Editor's note: A ship SULTAN of 1,184 tons was built in 1853 by Joseph Berry at Georgetown, Maine. She is listed in Lloyd's Registry of 1860 (Captain Wyman).

Seven clipper ships arrived at San Francisco during the three days April 28-30, 1856, inclusive. (These were the only entries to the port during the eighteen-day period April 13-30 inclusive.) These ships and their sailing performances were as follows:

Name of Clipper	Captain	Tonnage	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date		Elapsed	Reported
CARRIER DOVE	Corning	1,694	New York	Oct. 5, 1855	Apr. 28	206	153 net at sea
			Was at Rio seven weeks for repairs.				
DAVID BROWN	Bradley	1,715	New York	Jan. 15, 1856	Apr. 28	104	103
			Crossed Pacific equator 76 days out; also Jan. 16 and 103 days.				
ADELAIDE	Wakeman	1,831	New York	Dec. 27, 1855	Apr. 29	124	124
			Within 500 miles of destination on 110th day.				
WILD HUNTER	Sears	1,081	Boston	Jan. 5, 1856	Apr. 29	115	112
			Crossed Pacific equator 93 days out.				
AURORA	Clough	1,396	New York	Jan. 7, 1856	Apr. 29	113	112
			Within 500 miles of destination on 105th day.				
PHANTOM	Peterson	1,174	New York	Jan. 18, 1856	Apr. 29	102	102
			Also reported as 101 days.				
OSBORN HOWES	Kelly	1,100	New York	Dec. 27, 1855	Apr. 30	125	124
			Was 21 days rounding Cape Horn.				

The *Phantom,* continuing her voyage sailing west, went from San Francisco to Hong Kong in 42 days, made a journey to Manila and back, and sailed from Whampoa October 17, 1856. She arrived at New York February 1, 1857, after a good passage of 106 days considering the season and sailing conditions encountered.

The fifth voyage was in the China trade and consisted of a passage from New York (sailing March 17, 1857) to Hong Kong in 97 days and a return from Shanghai, which she cleared September 10. She reached New York January 2, 1858, after a passage of 114 days. The sixth voyage of the *Phantom,* which, outbound, made her fourth westward passage of Cape Horn, was another trip around the world. She sailed from New York February 15, 1858; reached San Francisco in 125 days; sailed thence to Manila in 54 days; left Manila October 5, 1858; and arrived at Boston January 20, 1859, after a good run of 103 days.

There were five clipper ship sailings to California from East Coast United States ports during the twenty-three-day period February 7-March 1, 1858, inclusive. The following record gives a comparison of these passages and of the ships making them:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1858	Length of Passage in Days	
			Port	Date 1858		Elapsed Time	As Reported
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, Boston	Boston	Feb. 12	July 4	142	140
PHANTOM; 1852; 1,174	Peterson	Samuel Lapham, Medford, Mass.	New York	Feb. 15	June 21	126	125
STAR OF THE UNION; 1852; 1,057	Stahl	J. O. Curtis, Medford, Mass.	New York	Feb. 23 (cleared)	July 5	132	124 (also claimed 122)
RADUGA; 1848; 587	Burditt	Currier & Townsend, Newburyport, Mass.	Boston (put into Rio de Janeiro for repairs)	Feb. 24	Aug. 16	173	85 days from Rio to San Francisco
GAUNTLET; 1853; 1,854	Borland	Thomas J. Southard, Richmond, Maine	New York	Feb. 27	Aug. 9	163	162

The *Flying Eagle* of 1,004 tons (Captain Bates) left New York on February 5, ten days before the *Phantom* sailed, and was off the Golden Gate June 22. She anchored in San Francisco Bay June 23, two days after the *Phantom,* making a passage of 138 days elapsed time and 132 days claimed "at sea, Sandy Hook to pilot."

The *Phantom's* next voyage (No. 7) was also westward around the world, but, as before stated, was via Cape Horn, Honolulu, and China. It commenced at Boston on March 13, 1859, ended at New York February 26, 1860, and occupied 11 months 13 days.

With Capt. Henry Sargent in command, the *Phantom* made her No. 8 voyage in the China trade. She left New York April 26, 1860, and was at Shanghai August 3 after a passage out of 99 days; returning, she left Shanghai October 17, 1860, and was at New York January 29, 1861. She made the run home in 104 days and the complete round voyage from New York to Shanghai and back in 203 days under canvas, which, considering the sailing conditions encountered, was "good, fast work at sea." (The total length of the voyage, including detention of 75 days in port at China, was 9 months 3 days, or 278 days. The China port, it should be noted, was Shanghai and not Hong Kong or Whampoa.)

The last voyage of the *Phantom* (No. 9) from a United States port commenced with her departure from New York on April 11, 1861, for San Francisco. She then crossed the Pacific to Shanghai under very adverse sailing conditions and occupied 56 days on the passage; the ship then went to Hong Kong, and clearing from there April 1, 1862, she discharged her pilot April 3 and passed the Japanese coast April 14 (11 days from Hong Kong). She took the San Francisco pilot aboard off the Golden Gate at 6:30 P.M., May 6, 1862, and was anchored in the Bay early the next morning. This very fast passage of the *Phantom* (then about nine and a half years old) was 33 days 22 hours, pilot to pilot, compared with the all-time record of the new, fast Webb-built clipper *Challenge* of 2,006 tons (Capt. John Land). She crossed between the ports in 33 days just ten years before, reaching San Francisco April 22, 1852. The *Phantom,* on her fast 1862 crossing (which, it would seem, was 36 days and 18 hours from port to port or anchor to anchor), made a much faster run between Hong Kong and the Japanese coast than the *Challenge* (about 11 days as against 15 days) and established an all-time record over this part of the course. However, the *Phantom* required about 23 days on the run from the coast of Japan to San Francisco (averaging about 9 knots per hour); whereas the *Golden West* (Captain Putnam) made the passage, May 13-June 2, 1856, with steady favorable winds, in 20 days (averaging 243 miles per day for twenty days), and the *Challenge,* on her record crossing from Hong Kong in March-April 1852, reported "18 days from opposite Japan to pilot—a record."

The *Phantom* cleared San Francisco on May 30, 1862, to return to Hong Kong, but she never arrived there. In the early morning of July 13 (4:15 A.M.), after experiencing "thick and rainy weather" for ten days, she ran on the Pilot Reef off Pratas Shoal while sailing at a speed of about 8 knots and became a total loss. In the late afternoon of the day of the grounding, Captain Sargent abandoned the vessel, having first cut the masts away. The officers and crew, twenty-six hands all

told, and the twelve Chinese passengers were put in the ship's five small boats. In the largest boat, of which Captain Sargent took charge, he placed the treasure ($50,576), which the *Phantom* was carrying to Hong Kong. This boat was sighted by a bark, and the occupants, with the specie, were landed at Shanghai on July 22. Some of the crew reached Hong Kong on July 19 (only six days after the catastrophe), but two boats were captured by pirates off Swatow and the occupants held until a ransom of $25 a head was paid to their captors; they ultimately reached Hong Kong on August 27 (thirty-nine days after the more fortunate members of the crew). The *Phantom* had but little cargo aboard, and a part of this was salvaged; she was insured for $66,000.

The clipper ship *Archer* was built by Capt. James M. Hood at Somerset, Mass., and was launched December 29, 1852. She was the fifth of seven clippers constructed by Captain Hood during the years 1850-1853. These vessels were the bark *Rosario* of 499 tons, built in 1850; the ships *Governor Morton* of 1,430 tons and *Raven* of 712 tons, constructed in 1851; the little bark *Pathfinder* of 373 tons and the ship *Archer* of 1,096 tons, launched in 1852; and the ships *Skylark* of 1,209 tons and *Mischief* of 561 tons, built in 1853. James M. Hood gained the reputation for building fast ships, and the sailing performances of the *Raven* and *Governor Morton* were particularly meritorious and attracted attention. Captain Hood maintained from the first that the *Archer* was "a very fast ship," and even after a disappointing maiden passage of 146 days to California, he declared, "That clipper is as fast as any of them. On the same course at the same time with the same wind and sea, she will sail with anything afloat, if she has equal luck, is not handicapped by lading and has a competent, resourceful and fortunate skipper." He added:

> To make sailing records over long trade routes at sea you must have the proper kind of ship under you, but you must also have unusually favorable sailing conditions and plain luck is responsible for three quarters of all the records made by sailing vessels. Some good ships are unlucky in their weather and in the time of the year that they are put on a trade route, and some captains and some ships have amazing streaks of good luck that may last for years, and when they have, they make better passages than faster ships that may have an equally capable command.

During the clipper ship decade 1850-1860, the *Archer* made five westward Cape Horn passages to California. Her record was not impressive, for it would seem from the available data of clearances and entries that two of these passages occupied over 140 days (although one of them has been recorded as 135 days). When she made her fastest passage of 106 days in 1854, this run was equaled by the *Herald of the Morning* (Captain Baker) and beaten by fifteen days or more by the *Flying Cloud* (Captain Creesy), which claimed an all-time record passage of 89 days 8 hours from New York to San Francisco, although the records of clearance (January 19) and entry (April 20) would show a 91-day passage. The fact that the *Archer* sailed even with the *Herald of the Morning* was surprising to many people, for the *"Herald"* was a beautiful and unquestionably fast clipper of 1,294 tons, designed by Samuel H. Pook, of Boston. On this passage, she had beaten the *Winged Racer* (1,767 tons) and *Red Rover* (1,021 tons)—which she had passed at sea—by thirteen and sixteen days, respectively.

The magnificent passage of the *Flying Cloud* in the early months of 1854 so overshadowed the performance of any other ship that the good runs of the *Archer* and *Herald of the Morning* received no attention, but it is evident that Captain Creesy on the *Flying Cloud,* notwithstanding his acknowledged ability, resourcefulness, and courage, was extremely lucky on his record-making passage. The *Archer* cleared New York one week before the *Flying Cloud* (and Captain Creesy reported actually sailing two days after his clearance and nine days after the *Archer*). The *Archer* enjoyed no good winds north of the equator on either the Atlantic or the Pacific side, but the *"Cloud"* sailed with strong favorable winds and ran from New York to the line in 17 days and from the Pacific equator to San Francisco in 14 days. It was in these waters primarily that the *Flying Cloud* capitalized her good fortune to the full, did her great sailing, gained on the less lucky *Archer* and *Herald of the Morning,* and made the fine time that permitted of her record passage. Over the greater part of the course in the Southern Hemisphere, the *Archer* sailed "day by day, week by week and mile for mile" with the *Flying Cloud,* but Captain Creesy was either more canny or lucky than Captain Thomas in setting his course. Although they were not far apart when crossing the equator in the Pacific, Creesy, on his course, got steady, strong, favorable winds, while Thomas could only "loaf along" in light airs and was virtually becalmed for days. (The *Herald of the Morning* reported being within 180 miles of her destination when 100 days out and required six days to cover this distance because of lack of

wind—a speed of only 1¼ knots per hour.) Howe and Matthews, the Boston historians, in AMERICAN CLIPPER SHIPS, have written:

> On her second run from New York to San Francisco, 106 days, in 1854, the *Archer* was beaten by the *Flying Cloud,* 17 days. The *Archer* left New York, eight days before the *Flying Cloud,* but the latter had more favorable winds and overhauled the *Archer* off the Horn. Both crossed the line, in the Pacific, the same day but the *Archer* was two degrees further west and ran into light winds and calms while the *Flying Cloud,* favored by fine trades and good winds, was but 141/3 days to port against *Archer's* 23 days.

The following record shows the five westward Cape Horn passages made from New York to San Francisco by the *Archer* during the years 1853-1860. The length of these passages is set forth comparatively with the sailing performances of the three clipper ships that cleared an East Coast United States port before her and the three that sailed after her on each of the passages. It will be noticed that the *Archer,* notwithstanding her slow time on two and quite ordinary time on a third of these five passages, made conspicuously faster passages than the six other clipper ships that cleared port about the same time as she did on four of the five passages. (There is some question about the actual length of passage on the 1856 run, where the time is stated as 144 days.)

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days: Elapsed	Length of Passage in Days: As Reported	Average Length of Clipper Passages in Days: Of Three Ships Clearing before ARCHER	Average Length of Clipper Passages in Days: Of Three Ships Clearing after ARCHER	Average Length of Clipper Passages in Days: Of These Six Ships
No. 1	Bursley	Feb. 20, 1853	July 16, 1853	146	146	187⅔ (excluding GOLDEN LIGHT, which was burned at sea)	150⅓	169 (fastest, 144; slowest, 238)
Light winds in both Atlantic and Pacific and bad weather rounding the Horn. Adverse sailing conditions throughout passage.								
No. 2	Thomas	Jan. 12, 1854	Apr. 28, 1854	106	106	123	106⅓	114⅔ (fastest, 90-91; slowest, 134)
Beaten by FLYING CLOUD, which cleared New York Jan. 19, by fifteen or more days; but the FLYING CLOUD'S log shows more favorable winds and much better luck as to both time and the course taken.								
No. 3	Osgood	June 13, 1856 (cleared)	Nov. 5, 1856	145	144 (reported also as 135)	143	133	138 (fastest, 116; slowest, 155)
Unfavorable sailing conditions throughout passage. Off the Horn for 30 days in terrific weather; bow damaged and no head sails carried for 15 days.								
No. 4	Crowell	Oct. 7, 1858 (cleared)	Feb. 10, 1859	126	125	165⅔	150	158 (fastest, 120; slowest, 191)
Erratic winds. This passage beaten only by the ROBIN HOOD (120 days) out of twenty-five clipper ships sailing from Aug. 30 to Nov. 19, 1858.								
No. 5	Schibye	Nov. 29, 1859 (cleared)	Mar. 17, 1860	109	108	163	119⅓	141 (fastest, 108-107; slowest, 270)
Moderate and generally favorable weather conditions. Four clippers sailing between Nov. 23 and Dec. 8 made passages in 110, 109, 109, and 108 days elapsed time.								

Average length of five westbound passages made during the clipper ship decade, 126.4 days elapsed time, clearance to entry, and 125 days as reported or claimed.

Practically all the clippers did their best sailing when new and made their shortest passages when young, but the *Archer* seems to have been an exception to the rule. During a period of twenty years, this ship made eleven westward Cape Horn passages from either New York or Boston to San Francisco, and her longest run over the course (146 days) was on her maiden voyage. Whereas the average length of her first five westward Cape Horn California runs was 126½ days elapsed time and 125 or 126 days as reported, the average of her entire eleven passages was only 118 days. If the two

long runs of 1853 and 1856 (146 and 144 days), which were caused by unusually unfavorable sailing conditions, are eliminated, it is reported that "the average of the other nine runs is 113 days, two being of 106 days each, one of 108 days, and one of 112 days, on which occasion she made the land near Monterey, California, when 108 days out." Howe and Matthews also give the following as the ship's fastest runs between points over the California course:

Port to Atlantic equator	19½ days	Port to Cape Horn	51 days
Port to Pacific equator	83 days	Pacific equator to San Francisco	15 days

On her maiden passage, the *Archer* required 38 days to run from the line to the Golden Gate, and on her second westward passage (with the *Flying Cloud* sailing with her), she took 23 days to cover the distance; but on the following nine passages, she averaged only 21⅓ days over this part of the course, her best runs from the Pacific equator to San Francisco being 15, 16, two in 17, 18, and 19 days, respectively. Eastbound around the Horn, the *Archer* made two passages from San Francisco to New York direct, one in 99 and the other in 108 days.

In the late fifties, Boston marine "authorities" commented on the Somerset-built *Archer* and the Medford-built *Robin Hood* as being of "about the same size and quite evenly matched in speed, the record of the *Robin Hood* being slightly the better." Whereas there was but little difference in the size of these two clipper ships (and in this respect the *Robin Hood* had some 86 tons and 8 per cent advantage), the sailing record of the two ships shows that the honors, comparatively, did not lie with the Medford-built clipper. The Boston comment on the relative speed of these two ships was undoubtedly based upon the westward Cape Horn passages of 1858-1859 and 1859-1860, when the clippers on two occasions sailed from New York about a week apart and the advantage on each run, as far as elapsed time, clearance to entry, is concerned, was with the *Robin Hood*. These two passages were recorded as follows:

	ARCHER				ROBIN HOOD			
Passage	Captain	Departure New York	Arrival San Francisco	Elapsed Time of Passage Days	Captain	Departure New York	Arrival San Francisco	Elapsed Time of Passage Days
1858-1859	Crowell	Cleared Oct. 7, 1858	Feb. 10, 1859	126 (reported 125)	Matthews	Sailed Oct. 14, 1858	Feb. 11, 1859	120
1859-1860	Schibye	Cleared Nov. 29, 1859	Mar. 17, 1860	109 (reported 108)	Matthews	Sailed Dec. 8, 1859	Mar. 25, 1860	108 (claimed 107)

Sailings of a week apart do not suggest to any experienced seaman that the ships encountered the same sailing conditions, and we have no knowledge that they followed the same course, although it is improbable that they departed much from the theoretical advantageous tracks plotted by Lieutenant Maury. The following comparative statement shows the dimensions and prime particulars of these two rival clippers and of their lifetime sailing performances, longevity, etc. The *Robin Hood* was primarily a Cape Horner, but the record of the ship in that trade during her life of fifteen years is not as good as that of the *Archer,* which made voyages in that service during a period of twenty years.

	ARCHER	ROBIN HOOD
Builder and year built	James M. Hood, Somerset, Mass. Launched Dec. 29, 1852.	Hayden & Cudworth, Medford, Mass. In 1854.
Dimensions—length, beam, and depth—in feet	182 x 36 x 21½	186 x 37 x 23½
Registered tonnage	1,095.87	1,181.63
Owners	Crocker & Warren, New York. Sold May 1862 to William Perkins, Boston, and later to other Boston parties.	Howes & Crowell, Boston, Mass.

(Continued on next page)

	ARCHER	ROBIN HOOD
End of career	Foundered in North Atlantic on Feb. 12, 1880.	Destroyed by fire Baker's Island, Peru, Aug. 20, 1869.
Length of sea life	Over 27 years	About 15 years
Number of westward passages to California	11	12
Average length of all these passages in days	118	125
Fastest passages in days	Two of 106, one of 108, and another of 108 to coast	Two of 107 as claimed
Longest passages in days	146 and 144 (last also reported as 135)	140 and 135
Number of eastward passages—San Francisco to New York direct	2	5
Average length of eastward Cape Horn passages in days	103½	107½

The *Archer* did no fast transpacific sailing, her best of six westward passages being 45 days and the average 54 days; eastbound, she made a good run, however, of 42 days from Hong Kong to San Francisco. Two passages were made to Callao, Peru, from San Francisco in 42 and 49 days, respectively, and her best run from Callao to an East Coast United States port was a passage of 75 days to Hampton Roads. The ship made one passage in the China-Britain tea trade; she cleared Shanghai (Captain Thomas) September 4, 1854, and was 123 days to Deal, reaching her discharging dock in London on January 9, 1855, 127 days out from Shanghai. This run was made during the unfavorable season, and following it, she went out from Portsmouth, England, to Calcutta in 106 days, returning in 107 days. In 1858 the *Archer* ran from Rangoon to Falmouth, England, in 109 days and, in 1865-1866, made a good passage of 106 days from Foochow to New York notwithstanding that she was struck by a hurricane off Cape Hatteras and almost thrown on her beam ends. She lost some spars and canvas and was said to have been "strained and otherwise damaged." However, without major repairs, the ship was continued in active deep-sea service for about fourteen years.

In 1865, immediately prior to this passage, the *Archer* was grounded in the River Min by her Chinese pilot, and the ship had to be docked for repairs. Still earlier in 1865 (January), the *Archer* was struck by lightning off Cape Horn, and she lost her jib boom and had her foremast sprung. The ship's bad luck, which started in 1865, continued for over two years. Soon after leaving New York on October 14, 1866, the *Archer* ran into a gale of hurricane force, which continued for two days and so battered the ship and blew her out of her course that she put into Boston on October 27 for repairs. The damage to ship and cargo was stated at $12,000. In the fall of 1862, when the ship was about ten years old, her new owner, William Perkins, of Boston, had the *Archer* thoroughly overhauled and extensively repaired at Boston at an expense of over $20,000. The end of the vessel came on February 12, 1880, when the *Archer,* then rigged as a bark (and having been operated economically with a small crew and practically no repairs for years), foundered in the North Atlantic in very heavy weather while on a passage from New York to Havre. The ship was undermanned, the pumps in poor condition, and the combination inadequate to take care of leaks that developed because of the continual heavy pounding for days in gales and high seas. The crew was taken off the ship by the British steamer *Naworth Castle.*

The *Skylark* of 1,209 tons, the last of the clipper ships built by Capt. James M. Hood, Somerset, Mass., was launched August 4, 1853. Notwithstanding the fact that the time of her passages in the California trade averaged high for a clipper, the ship had the reputation of being capable of sailing fast, and it was said that she "frequently logged 15 knots under royals and topmast stu'nsails." The following table gives a comparative record of the *Skylark's* westward Cape Horn passages, all being runs from New York to San Francisco. The ship made four such passages clearing New York in the seven-year period ending in September 1860, and her lifetime record in this service was six sailings in ten years. As an indication that the *Skylark* was well built and not unduly strained by six westward passages around the Horn, Howe and Matthews say that upon her arrival at San Francisco in the spring of 1864 after completing her last run out to California, "it was especially noted that all packages were bright and new and that no rust appeared on the iron castings stowed in the lower hold."

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 1	Henry	Sept. 19, 1853	Jan. 15, 1854	118	117
Fifteen days of heavy gales off Cape Horn, twenty-eight days of calms. The FLYING FISH, sailing from Boston the same day, beat the SKYLARK by four days. The other clipper ship sailings during the period Sept. 12-26, with the length of passage, were OCEAN PEARL, 135 days; JACOB BELL, 122 days; GREENFIELD, 130 days; MORNING LIGHT, 136 days; and N. B. PALMER, 121 days — all elapsed time.					
No. 2	Dow	Sept. 19, 1855 (cleared)	Feb. 13, 1856	147	145 (also reported 146)
The FLYING EAGLE, clearing New York Sept. 20, reached San Francisco Jan. 21, 1856, after a passage of 123 days (reported 120 days). The only other clipper sailings between Sept. 13 and Oct. 2 were GLADIATOR, 189 days, and WINGS OF THE MORNING, 145 days, but the FLYING FISH, sailing from Boston Sept. 12, went out in 106 days.					
No. 3	Follansbee	Apr. 14, 1858	Aug. 9, 1858	117	116
The ANGLO-SAXON, sailing Apr. 10, made a 164-day passage; HARVEY BIRCH, sailing Apr. 17, went out in 160 days; and WAR HAWK, sailing Apr. 30, in 147 days (claimed 142 days). The JOHN LAND, however, sailing from Boston Apr. 6, made a passage of 108 days.					
No. 4	Bursley	Sept. 29, 1860	Feb. 18, 1861	142	142
The five clipper ships sailing before her, Sept. 8 to 22, went out in 138, 120, 116, 161, and 130 days, respectively, elapsed time — an average of 133 days and 130 days as reported. The four clippers following the SKYLARK cleared Oct. 8-20 and went out in 126, 134, 126, and 143 days, respectively, elapsed time — an average of 132 days and 128½ days as reported.					

Two other Cape Horn westward passages to San Francisco were made during the years 1862-1864, which were of 145 and 138 days, respectively, as reported.

Eastward around the Horn, the *Skylark* made a passage from San Francisco to New York in 1861 in 93 days. In 1854 and again in 1856, the ship made runs home from India. Completing her maiden voyage, she made a passage from Calcutta to New York in 102 days and one from the same port to Boston in 134 days some two years later.

The *Skylark* made two passages from New York to Hong Kong in 91 days each and one to Amoy in 127 days. In 1855 she returned home from China via Havana and was 88 days from Anjer to Havana and 11 days from the Cuban port to New York. In 1857 she ran from Shanghai to New York in 123 days and in 1860 made a fast passage between the same ports in 106 days. In the winter of 1862-1863, the *Skylark* came home from Manila by way of St. Helena and Liverpool and, sailing December 10, 1862, was 19 days to Anjer, thence 67 days to St. Helena, and 49 days from there to Liverpool; she completed the voyage with a westward transatlantic passage of 39 days and reached New York July 13, 1863.

During the afternoon of September 16, 1858, the *Skylark* was one of four clipper ships that arrived at Honolulu one hour apart, having sailed to that port from San Francisco. Three of these ships had sailed from the Golden Gate "within a half hour of each other," but the fourth, the *West Wind,* leaving San Francisco two days after the others, had experienced better sailing conditions throughout the run and "brought the wind with her." The four ships participating in this unusual race over an ocean route that had never before or has never since seen four full-rigged ships complete the passage and round Diamond Head under canvas within four hours of each other, with their sailing performances on their runs from the mainland, are as follows:

Name of Clipper	Captain	Year Built	Builder	Tonnage	Sailed San Francisco 1858	Arrived Honolulu (rounded Diamond Head) 1858	Passage in Days
RADUGA	Burditt	1848	Currier & Townsend, Newburyport, Mass.	587	Sept. 1	Sept. 16 4 P.M.	15
SKYLARK	Follansbee	1853	James M. Hood, Somerset, Mass.	1,209	Sept. 1	Sept. 16 3 P.M.	15
ELIZABETH F. WILLETS	Holmes	1854	Charles Mallory, Mystic, Conn.	825	Sept. 1	Sept. 16 2 P.M.	15
WEST WIND	Baxter	1853	Joshua T. Foster, Medford, Mass.	1,071	Sept. 3	Sept. 16 5 P.M.	13

The *Skylark* loaded with whale oil and bone at Honolulu and sailed for New Bedford, arriving at the Massachusetts whaling port March 9, 1859, after a passage of 104 days. The *Raduga* went from Honolulu to Manila (50 days) and thence to Boston. The *"Willets"* sailed from Honolulu to New London, Conn., with whaling products, and the *West Wind,* similarly loaded, sailed to New Bedford, where she arrived April 16, 1859, thirty-eight days after the *Skylark* had made port.

Ships visiting points on the West Coast of South America have always been subject to a hazard due to strong ground swells, shifting winds, and unprotected ports, which, in fact, had (and in many cases still have) no harbor whatsoever. On the last leg of the *Skylark's* last California voyage, the ship sailed from San Francisco March 22, 1864, for Peru to load guano for Europe. When at Baker's Island receiving her cargo, we are told, the ship "had to slip moorings and put to sea on five occasions" on account of the winds and ocean swell that endangered the safety of the vessel.

The *Skylark* was built for the account of Crocker & Warren, New York, and this firm evidently operated the ship for some ten or eleven years. In 1864, H. P. Sturgis, of New York, appears as the owner of record; in 1866 the ship was registered as owned by Chandler Robins, with hailing port stated as Hamburg, but with Captain Bursley, an American skipper, in command. Soon afterwards, however, the *Skylark* was purchased by A. J. Schon, of Hamburg, and she was operated under the German flag for years, being renamed *Albertine.*

The *Talisman* of 1,238 tons, launched in 1854, was the last clipper ship built for Crocker & Warren, New York, and the third of three clippers owned by that firm and its friends that were constructed by Metcalf & Norris, of Damariscotta, Maine. The other two were the *Alert* of 764 tons, built in 1850, and the *Queen of the East* of 1,275 tons, which was launched in February 1852.

The *Talisman* made five westward Cape Horn passages from New York to San Francisco, four of which had departures in the so-called clipper ship era (1850-1860), and the last terminated with an arrival at San Francisco on April 15, 1862. Whereas the *Talisman* had a good model and was capable of good speed, she was unfortunate in having but few opportunities to show it, and her first three westward Cape Horn runs were very slow for a clipper ship, averaging 139 days (best, 135 days; slowest, 142 days). Her last two passages over the course were made in good time and, as reported, averaged 113½ days (best, 112 days; slowest, 115 days). The average length of all the five passages from New York to San Francisco was 129 days as reported and 131 days elapsed time from date of clearance to entry.

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Thomas	June 2, 1857 (cleared)	Oct. 24, 1857	144	140
Unfavorable sailing conditions throughout passage. The FLYING DUTCHMAN, however, clearing New York May 30 on her last passage, made the run in 102 days. The LOTUS, clearing June 4, reported a 134-day passage.					
No. 2	Thomas	Sept. 4, 1858 (cleared and sailed)	Jan. 17, 1859	135	135
Unfavorable sailing conditions throughout passage. The STEPHEN R. MALLORY, clearing New York the same day, made a passage of 151 days elapsed time (146 days claimed). The POLYNESIA left Boston Sept. 9 and did not reach San Francisco until Mar. 25, 1859, 197 days later, having put back for repairs. She required 152 days to make the passage on her second attempt. Other September sailings resulted in passages of from 135 to 191 days elapsed time, port to port.					
No. 3	Thomas	Aug. 15, 1859 (cleared)	Jan. 6, 1860	144	142 (also recorded as 140)
Adverse sailing conditions throughout passage. New York to Atlantic equator, 44 days; New York to Cape Horn, 80 days; New York to Pacific equator, 115 days; rounding Cape Horn, 20 days. The other three August sailings resulted in passages of MARY ROBINSON, 144 days; DON QUIXOTE, 140 days; and WEST WIND, 174 days elapsed time.					
No. 4	Thomas	Dec. 18, 1860 (cleared)	Apr. 13, 1861	116	112
Crossed Pacific equator 83 days out from New York and then had ten days of calms in Lat. 24° N. With ordinary weather in North Pacific, she would have made a passage of 103 days. The average of the six other clipper ship passages with December (1860) sailings was 117 days elapsed time and 115 days as reported.					
No. 5	Thomas	Dec. 21, 1861 (sailed)	Apr. 15, 1862	115	115
Made a good run of 60 days from New York to 50° S. Pacific and was at Pacific equator when 84 days out. Then experienced light and baffling winds and calms and was 31 days on run from line to San Francisco.					

The second leg of Voyage No. 1 was a return from San Francisco to New York via Callao (where the ship loaded guano) and Hampton Roads; she made a slow run of 53 days to Callao and was 90 days from there to Hampton Roads. On the return passage of her second voyage between New York and California, the *Talisman* did some spectacular sailing. On the run out to San Francisco, the ship had decisively beaten the *Memnon (II), Superior, Stephen R. Mallory, Polynesia,* and *Mary Whitridge,* sailing about the same time; but her time had in turn been beaten by the *Adelaide* (two days) and the *Great Republic* (fifteen days), which vessels had sailed from New York on August 30, or five days before her. Both the *Talisman* and the *Great Republic* returned around the Horn to New York and sailed from San Francisco in company February 10, 1859. Starting even, the ships began what was to prove a memorable race east and a major upset for the big McKay-built clipper. The following dimensions and comparative sailing record clearly show the tremendous difference in the size and reputation of the vessels for speed as this race commenced.

Name of Ship, Year Built, and Type	Captain	Builder	Tonnage	Dimensions in Feet and Inches			California Westward Passages Prior to Feb. 1858	
				Length	Beam	Depth	Number	Average Length Days
TALISMAN; 1854; medium clipper	Thomas	Metcalf & Norris, Damariscotta, Maine	1,238	194- 8	36-11	23- 6	2	137½
			A relatively small ship, moderate in design, which heretofore had had no opportunity to show much speed.					
GREAT REPUBLIC; 1853; extreme clipper	Lime-burner	Donald McKay, East Boston	3,357	302	48- 4	29- 2	2	106 as reported
			The largest ship afloat and one of the fastest clippers ever built.					

It is probable that no unbiased member of the marine fraternity thought that the *Talisman* had "the ghost of a chance" to beat the mammoth *Great Republic* (which was in ballast) on the eastward Cape Horn passage of some 16,000 miles to New York. The *Talisman* reached New York May 18 after a 96-day passage, and the *Great Republic* followed her four days later (on May 22), having made a run of 100 days; this was good, but not good enough to beat the Maine-built clipper, which was only 37 per cent of her tonnage, 107 ft. shorter, 11½ ft. less in beam, and 5½ ft. less in depth.

The third voyage of the *Talisman* was completed by a run via Callao, where she loaded with guano. On the next voyage, she ran from San Francisco to Queenstown loaded with 1,409 long tons of wheat and flour (equivalent to 1.14 times her registered tonnage) in 108 days; after discharging at Liverpool, she crossed the Atlantic in ballast, reaching New York November 6, 1861, after a 34-day passage. Completing her fifth voyage, the *Talisman* returned from San Francisco via Callao (55 days), where she loaded guano at the Chincha Islands for England, and crossed from London to New York in ballast. She arrived home on March 6, 1863, after a westward transatlantic passage of 36 days.

The *Talisman* left New York on her last voyage on May 2, 1863, bound for Shanghai, and on June 5, when 34 days out, in Lat. 14° 35′ S., Long. 36° 26′ W., she was captured by the Confederate commerce raider *Alabama,* looted, and then destroyed by fire. The claim filed with the Prize Commission for loss of the *Talisman* was $247,765, of which $101,950 was for the ship herself (representing $82.4 per ton for a nine-year-old ship—an exceedingly high value), $90,371 for cargo, $38,579 for freight money, $8,560 for wages of forty-four men for eight months, and $8,305 for personal effects. It is said that "in addition, the claim for war risk insurance premiums previously paid amounted to $115,500." When the *Alabama* captured the *Talisman,* she found four 12-pound brass guns mounted on carriages and a quantity of shot and ammunition for their use aboard the ship, which, it was claimed, was cargo to be used in fitting out a steam gunboat in China. Captain Semmes used these guns and placed two of them aboard the bark *Conrad* of Philadelphia, which the *Alabama* captured on June 20, 1863. Captain Semmes commissioned the bark as the Confederate cruiser *Tuscaloosa* and used her as a tender to the *Alabama.*

The clipper ship *Mystery* of 1,155 tons, launched from the yard of Samuel Hall, East Boston, Mass., on January 11, 1853, and built for the joint account of Crocker & Sturgis and D. G. & W. B. Bacon, of Boston, made one voyage as an American ship. Sailing from Boston under the command of Capt. Peter Peterson on February 6, 1853, she reached London on March 15, 1854, after a trip around the world. She was promptly sold to English owners and was operated thereafter under the British flag with no change of name.

The *Mystery* was a handsome, well-modeled ship, with a good sail spread. She had sharp ends, a 19-in. deadrise, 6-in. tumble home, 3-ft. sheer, a semi-elliptical stern, and a mermaid rising from the sea for a figurehead. Built at a cost of $75,000 (or $65 per ton), she was sold, after making one profitable voyage of over a year's duration, for the sum of £17,000 (or about $82,500 and $71½ per ton with exchange at par). Whereas the *Mystery* is not credited with making any unusually fast passages, she had the reputation of being "a well-built, handsome and speedy ship" and proved to be a profitable investment to her British owners for many long years. When over eighteen years old, the records show, she was owned and being operated by J. M. Walsh, of London, but in the early sixties the ship was listed as owned by W. Coltart, of Liverpool.

The following table gives a record of the *Mystery* on her maiden voyage, which was around the world sailing to the west and the only one that she made under the American flag:

Section of Voyage	Passage	Remarks
Outbound	Boston to Valparaiso: Feb. 6-Apr. 30, 1853 — 83 days	Eighteen days off Cape Horn in heavy westerly gales; suffered damages to bow and on deck. Put into Valparaiso for fresh water and remained there four days.
	Valparaiso to San Francisco: May 4-June 25, 1853 — 52 days	Was 20 days to Pacific equator and 32 days from line to port, being 14 days in calms and fog off the California coast.
	Total Boston to San Francisco: 139 days and 135 sailing days	
Transpacific	From San Francisco to Shanghai: 44 days; loaded tea for England	Was detained in China waiting for cargo.
Homeward	Cleared Shanghai Nov. 14, 1853 Reported sailed Woosung Nov. 18 Reported at Anjer Dec. 6, 1853 Reported at Deal Mar. 14, 1854 Reported at London Mar. 15, 1854 Passage — 116 days from Woosung to Deal and 98 days from Anjer (117 days and 99 days to the London dock)	Made good time in the China Sea, considering the monsoon, but experienced "wretched sailing conditions on the run from Anjer to Deal" in both the Indian and Atlantic Oceans.
Recapitulation	Total length of voyage from dock in Boston to dock in London: 13 months 9 days, or....402 days Total length of time under canvas....300 " Total length of time at sea....295 "	

During no part of her maiden voyage did the *Mystery* do any brilliant sailing. She was unfortunate throughout in encountering adverse conditions of wind and sea. Six clipper ships cleared East Coast United States ports for San Francisco during the eleven-day period January 29-February 8 inclusive, and they averaged on their passages 138 days, port to port, and 133½ days as reported or net at sea (both the *Mystery* and *Golden State* put into port en route). In the Britain-China tea trade, five American clippers or reputed clipper ships made the run from Shanghai to London, clearing the China port during the months of October, November, and December 1853. These ships, with their sailing performances, are set forth herewith:

Name of Ship	Captain	Tonnage	Cleared Shanghai 1853	Sailed Woosung 1853	At London 1854	Length of Passage in Days
TORRENT	Copp			Oct. 6	Feb. 25	142 days from Woosung to London and 109 days from Anjer

(Continued on next page)

Name of Ship	Captain	Tonnage	Cleared Shanghai 1853	Sailed Woosung 1853	At London 1854	Length of Passage in Days
GOLDEN STATE	Doty	1,363	Oct. 24		Feb. 13	112 days from Shanghai; also reported as 94 days from Woosung and 82 days from Anjer
TYPHOON	Salter	1,611	Nov. 4		Feb. 21	109 days from Shanghai and 89 days from Anjer; was at Deal Feb. 18
MYSTERY	Peterson	1,155	Nov. 14	Nov. 18	Mar. 15	117 days from Woosung and 99 days from Anjer; was at Deal Mar. 14
ARGONAUT	Hale	575	Dec. 1		Apr. 3	123 days from Shanghai and 116 days from Hong Kong

During the first few years under British ownership, the *Mystery* was operated in the India trade. Her first voyage under the British flag was from London to Bombay and return. The ship sailed from Deal June 28, 1854, went out in 101 days, and returned to London in 98 days. The next voyage consisted of an outward passage from London to Sydney. She left Deal July 12, 1855, and arrived at the Australian port on October 12, 92 days out. The ship then proceeded to Calcutta, where she loaded for London and, under extremely unfavorable sailing conditions, made a long passage home, being 147 days to Deal. The *Mystery,* on her fourth voyage, sailed from London November 5, 1856, and was at Bombay February 15, 1857, after a passage of 102 days; returning, the ship sailed from Bombay April 18 and reached London August 8, 1857, after a passage of 112 days.

Robert L. Taylor and Taylor & Merrill, New York

The first real clipper ship built for or owned by Robert L. Taylor and associates, of New York, was the 1,244-ton *Gazelle,* built by William H. Webb in the winter of 1850-1851, the model of which was the subject of a good deal of controversy between the builder and the decidedly opinionated Robert L. Taylor, partner of the firm of Taylor & Merrill, the owners. However, Taylor had been interested in fast ships for some time before the discovery of gold in California and the big clipper shipbuilding boom of 1850-1854. The fast little "early China clipper" *Sabina* of 412 tons (length 111 ft. 6 in., beam 28 ft. 10 in.), built in New York in 1823, was registered as owned by Robert L. Taylor, Abraham Richards, et al., New York. On March 31, 1834, Captain McEwen and the *Sabina* completed a passage of 90 days from China and established a record that was to hold for eleven years—until Capt. "Bob" Waterman made his two remarkable runs of 78 days from Macao to New York in the *Natchez* early in 1845 and 74 days 14 hours in the phenomenal *Sea Witch* in the first quarter of 1849. Robert L. Taylor owned all or part of six sizable clipper ships at some time or other. Three of them were either built for him or acquired by him direct from their builders, and he was their first owner. Of these three, the last one built, the *Good Hope* (1,295 tons), was so full-bodied and moderately canvased that some authorities have declined to classify her even as a "medium clipper." The *Game Cock* (1,392 tons), built in 1850, the *Winged Racer* (1,767 tons), built in 1852, and the *Young America* (1,961 tons) were acquired by Taylor in the sixties, and these ships are described elsewhere. The following list gives the clipper ships owned at some time during their careers by Robert L. Taylor and associates, of New York:

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
GAME COCK	1850 (Dec. 21)	Samuel Hall, East Boston	1,392	190- 6 deck	39-10	22

Built for Daniel C. Bacon, Boston. Acquired by Robert L. Taylor et al., New York, in mid-sixties. Condemned at Cape Town, Feb. 1880, when over twenty-nine years old.

GAZELLE	1851 (Jan. 21)	William H. Webb, New York	1,244	182	38- 2	21

Built for Taylor & Merrill, New York, of which firm Robert L. Taylor was the dominating member. Condemned at Hong Kong, Dec. 1854; sold for $13,500; repaired and renamed CORA. In 1857-1858, she was under the Peruvian flag and engaged in the Chinese coolie trade. In 1862, was the British ship HARRY PUDDEMSEY of Liverpool.

RED ROVER	1852 (Nov.)	Fernald & Pettigrew, Portsmouth, N.H.	1,021	172	36	23

First owned by Robert L. Taylor. In early 1861, was sold to James Baines & Co., Liverpool, for its British-Australian "Black Ball Line" and renamed YOUNG AUSTRALIA. Wrecked at Moreton Island, New Brisbane, May 31, 1872, when about nineteen and a half years old.

WINGED RACER	1852 (Nov.)	Robert E. Jackson, East Boston	1,767	210	42- 6	23

Built for Seccomb & Taylor, Boston, which promptly sold her to Sampson & Tappan, Boston. Later acquired by Robert L. Taylor. Captured and burned by Confederate raider ALABAMA, Nov. 1863.

YOUNG AMERICA	1853 (Apr. 30)	William H. Webb, New York	1,961	243 deck	43- 2	26- 9

Built for George B. Daniels, New York. In 1860, was owned by Abram Bell's Sons, New York, and a little later acquired by Robert L. Taylor. From about 1870 to 1880, owned by George Howes & Co., of New York and San Francisco. Bought by John Rosenfeld, San Francisco. Sold end of 1883 to Austrians; renamed MIROSLAV. Lost in North Atlantic, Mar. 1886, when about thirty-three years old.

GOOD HOPE	1855	J. O. Curtis, Medford, Mass.	1,295	187	38	23

First owned by Robert L. Taylor, New York; later by George F. Burritt (or Francis Burritt), and still later by E. E. Morgan's Sons—all of New York. Condemned at Bahia, June 1873. Sold and went under Swedish flag. Reported wrecked near Quebec in Nov. 1881, when twenty-six and a half years old.

The extreme clipper ship *Gazelle* (1,244 tons) was one of the three vessels put in the water by their builder, William H. Webb, of New York, at the famous triple launching of January 21, 1851, the others being the Pacific Mail steamship *Golden Gate* and the transatlantic sailing packet *Isaac Bell*. Much has been written of the model of the *Gazelle,* and it is referred to elsewhere in these pages. Howe and Matthews, the Massachusetts historians, in AMERICAN CLIPPER SHIPS, write of the *Gazelle:* "She had great dead rise and was very sharp, some authorities claiming that she was the sharpest ship ever built by Mr. Webb and that her model was never equalled. Although very strongly built, every other consideration was secondary to speed in draughting her plans." Evidently, from the first, the ship's lines were "a bone of contention" between the owners and the builder (Webb), who was a very talented technical naval architect and, it appears, differed strongly with the owners in the fundamentals of the below-water model.

On January 30, 1851, nine days after the *Gazelle* was launched and thirty-three days before she sailed on her maiden passage to California, James Gordon Bennett personally inspected the new ship. The following are extracts from his description of her, published in his New York HERALD:

We yesterday paid a visit to this beautiful craft, lying at Peck slip, where she will take freight for California and China. We have seen many of this kind of vessel lately and all of the first class; but we have never met with one that came nearer to our idea of a skimmer of the wave than does the *Gazelle*. She was constructed upon the same principle as the far-famed *Celestial,* and by the same builder (Mr. Wm. H. Webb, of this city), but is much sharper—everything, excepting the due and proper regard for strength, being made secondary to speed. . . . The *Gazelle's* trip to San Francisco is confidently expected by many to exceed [in speed] that of the *Celestial.*

The *Gazelle* has a dead rise of forty inches . . . with very fine lines below; which gives her the power of sailing very fast in light winds, at the same time that her great breadth at deep-load line, carried well forward and aft, combined with her deep keel, will enable her to carry a very great press of canvas in strong winds, at the same time keeping her well above water, and preventing her pitching deep in heavy weather, and enabling her to scud at all times.

She has a very small and short cutwater, or head, totally different from the old style—which, on account of the great length, was very objectionable—and has but little ornamental carving. The cutwater

is fitted or framed in the ship in so strong a manner that it will require an extraordinarily heavy sea to displace any portion of it. Her stern is very small, but carried high up out of water, and ornamented with a carved representation of a gazelle. She has but few mouldings outside, and her round, swelling sides, small and beautifully turned cutwater, and light, airy stern—the outline of which is perfection itself—give her hull a most neat and graceful appearance.

William H. Webb, the talented builder of the *Gazelle,* who drew her lines and made all her plans under the dominating supervision of her owners (Taylor & Merrill) and specifically of Robert L. Taylor of that firm, writes of the *Gazelle* in the record of ships that Webb had designed and built (published in 1869-1870):

This ship was built having a great deal of deadrise, to meet the views of her owners, two retired old sea captains who entertained old-received and erroneous ideas of modeling. She did not prove as fast as other clipper ships having much less deadrise of floor and carrying more cargo. This ship fell in at sea, on several occasions, with the clipper ship *Flying Dutchman* of about the same general dimensions, having less deadrise of floor, also the *Swordfish,* of much less general dimension and much less deadrise of floor [all modeled and built by the same builder]. With light winds and smooth sea, the *Gazelle* could barely hold her own, but with stronger winds and heavier seas, the others invariably passed the *Gazelle.* The *Flying Dutchman* carried about one-fourth more cargo and the *Swordfish* fully one-third more cargo (in proportion) than the *Gazelle.*

We are told by the builder that "these tests proved" what he had always maintained: "that excessive deadrise of floor was not but, rather, flat floor was best to secure high speed." William H. Webb also tells us that the draft of the *Gazelle* when launched, "with a keel 44 inches below timbers" and with most of the spars on board, was 13 ft. 3 in. forward and 13 ft. 6 in. aft, and her deep load draft he gives as "about 20 ft."

As stated elsewhere, the *Gazelle* had a very weak midship section, with a high deadrise (said to have been 40 in. in a half beam of 19 ft.), but what aggravated the matter was a curving rise of floor that flowed into the side, with practically no bilge. Notwithstanding the statements made by historians regarding the ship's extreme sharpness, the builder's lines of the *Gazelle* show rather full horizontal bow water lines for a clipper. A competent naval architect's criticism of the model would be that the owners required the designer-builder to cut down the cross sectional area of the ship's immersed midship section so much that, try as Webb did to get some buoyancy in the ends, the vessel had a low block coefficient because of an extremely low midship section coefficient. There was a mistaken notion in the forties and early fifties, emanating from naval frigates, privateers, illegitimate traders and yachts, that the relative area of the immersed part of a ship's midship section was the prime index of possible model speed. Evidently, Taylor believed in this fallacy, although Capt. "Nat" Palmer, in the planning, construction, and operation of the Dramatic Line fleet of North Atlantic packets, and Capt. "Bob" Waterman, in his sailing of the flat-bottomed *Natchez* in the China trade, had definitely proved the theory to be erroneous.

Carl C. Cutler, in GREYHOUNDS OF THE SEA, says that "in light, leading airs Webb's sharp-bottomed *Gazelle* could have sailed all around the *Sovereign of the Seas*" (Donald McKay's big extreme clipper of 2,421 tons, which was twice the size of the *Gazelle* and launched some seventeen months after her), "while in heavy following gales the relatively flat-floored *Sovereign* [she had 20 in. deadrise in a half beam of 22 ft.] would have travelled three feet to the *Gazelle's* two, and carried sail long after the *Gazelle* was stripped to bare poles." The difference in the size of the two clippers referred to by Cutler should not be ignored. It would seem that whereas the *Gazelle* was not modeled well for the Cape Horn California trade, the Australian run in the Roaring Forties of southern latitudes, or for North Atlantic passages, she had a rather good model for the China trade and for "ghosting along" in the tropics. As a matter of fact, the *Gazelle,* which sailed well in her transpacific runs and homeward-bound passages from the Orient, did not do so badly over the Cape Horn course — a trade for which she was not well fitted. The reason that she was considered a disappointment in speed by contemporaries was due to the fact that Robert L. Taylor had talked so much of what his new ship would do in the California as well as the China run that they had been led to expect too much. Before she completed her first westward Cape Horn passage to San Francisco, the so-called marine authorities had stated that she should make the run out in 100 days, or five days longer than the 95 days that was their rating of the *Flying Cloud* (1,782 tons) and the *N. B. Palmer* (1,399 tons) and the same time (100 days) as they estimated for the beautiful yacht-like *Ino* (895 tons). On these voyages (on which, it is said, "much money was wagered in New York on the

length of the clipper ship passages"), the lucky *Flying Cloud,* with her equally lucky but very capable, resourceful commander (Capt. Josiah Perkins Creesy), made the run from New York to San Francisco (with a June sailing) in 90 days and beat the published authoritative estimates by five days, the *N. B. Palmer* (with a May sailing) made a passage of 107 days, or twelve days more than was predicted for her, but the *Ino,* which cleared New York on March 12, and the *Gazelle,* which sailed from the same port eight days before her (March 4), made passages reported as 133 and 134 days, respectively, or over thirty days longer than had been anticipated by the marine fraternity. However, all these achievements are meaningless in regard to either "authoritative forecasts" or relative sailing ability. Ships can be compared in their work under canvas only when, with an equal quality of command and caliber (also number) of crew, they encounter the identical sailing conditions—wind, sea, currents, and all phases of weather—at the same time and at the same place. The *Flying Cloud* and *N. B. Palmer* had sailings separated from the *Gazelle* by ninety and sixty-three days, respectively, and the *Ino,* leaving New York over a week after the *Gazelle,* experienced very different conditions from those encountered by the Webb-built clipper.

It is surprising that Taylor & Merrill handicapped the *Gazelle* by sending her to sea on her maiden voyage under the command of a captain who was physically incompetent to navigate and drive a newly built ship and get out of her the speed of which she was capable. Captain Henderson was ill throughout the entire passage and was blind during the last fifty days of the run. Considering this handicap and the fact that the ship had only light winds where brisk, favorable breezes were generally expected, she made quite a good run when she equaled the sailing performance of the fast *Ino,* which, with the *Joshua Bates,* sailed from New York eight days after her. (The *Joshua Bates* did not reach San Francisco until October 16, or ninety-one days after the *Gazelle,* although Captain Easterbrook reported the passage of his fast packet as 156 days.)

The *Gazelle* made four westward Cape Horn passages from New York to San Francisco, and she did not have good luck as to weather on any of them. The average length of the four passages was 125½ days, and the average of her last two runs over the course was 116½ days. On her fastest (and last) passage, she was hove to twenty days by bad weather in her rounding of the Horn and was detained by fog two days off the Golden Gate and another five days by light winds off the California coast. If she had enjoyed the same good luck as the *Flying Cloud* on her 90-day 1851 passage and rounded the Horn (from 50° S. Atlantic to 50° S. Pacific) in seven days and, furthermore, had been saved the seven days' handicap of fog and light winds in the North Pacific, the *Gazelle* would have made her passage in 1854 in only 94 days and been heralded as having made a remarkable passage. The following table gives a comparative record of all the westward California passages made by the *Gazelle:*

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Robert Henderson, Jr.	Mar. 4, 1851	July 17, 1851	135	134
A disappointing, slow passage. Only other clipper or reputed "clipper" passages from East Coast ports to California during the 46-day period Feb. 2-Mar. 19, 1851, inclusive were: INO (895 tons), New York Mar. 12; San Francisco July 24; 134 days (reported 133). JOSHUA BATES (620 tons), New York Mar. 12; San Francisco Oct. 16; 218 days (reported 156 days net). ALERT (764 tons), New York Mar. 15; San Francisco Aug. 21; 159 days (reported 150).					
No. 2	Dollard	May 18, 1852	Oct. 1, 1852	136	135
During gale off Cape Horn, when 53 days out, in collision with a Spanish ship. Caused leak of 10 inches per hour. Light winds in Pacific. Another disappointing, slow passage. The only other clippers that sailed from East Coast ports to California during the 12-day period May 15-26, 1852, inclusive, with their passages, were: HIPPOGRIFFE (671 tons), Boston May 17; arrived Oct. 20; passage, 156 days (reported 155 days). N. B. PALMER (1,399 tons), New York May 22; arrived Sept. 29; passage, 130 days, port to port, via Valparaiso (126 days net). JOSEPHINE (947 tons), New York May 25; arrived Oct. 19; passage, 147 days, port to port, via Valparaiso (144 days net).					
No. 3	Dollard	June 9, 1853	Oct. 7, 1853	120	119
Light winds throughout passage. Main topgallant sail furled for only three hours between the Plate and Golden Gate. Off Cape Horn three days in calms. The other clipper ships sailing from East Coast ports to California during the 19-day period June 1-19, 1853, inclusive, with their passages were: JUNIPER (514 tons), Boston June 6; arrived Jan. 4; passage, 212 days (reported 200 days net). YOUNG AMERICA (1,961 tons), New York June 10; arrived Sept. 29; passage, 111 days (reported 110 and also 109 days). GREY HOUND (537 tons), Baltimore June 13; arrived Nov. 9; passage, 149 days, port to port (claimed 132 days net). The GAZELLE beat the time of the ATALANTA, BONITA, and WILD RANGER, which followed, but the FLYING DUTCHMAN, clearing New York June 23, reached San Francisco Oct. 7 (the same day as the GAZELLE) and made a passage of 106 days.					

(Continued on next page)

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 4	Dollard	June 3, 1854	Sept. 27, 1854	116	114

Was 51 days to 50° S. Atlantic; 20 days rounding Horn (50° to 50°); 20 days from 50° S. Pacific to equator and 23 days from line to port. Was close to California coast for twelve days and held up off the Heads for two days in a fog. The GALATEA (1,041 tons), clearing Boston on June 4, made a passage of 115 days. The GOLDEN STATE (1,363 tons), leaving New York May 26, made a passage of 125 days, and the BONITA (1,127 tons), sailing from Boston about the same time, made a 124-day run. The STAR OF THE UNION (1,057 tons), clearing New York June 9, made a 127-day passage (reported as 124 days). These were the clipper ship sailings nearest to the GAZELLE. There were five clipper ship arrivals at San Francisco during the period Sept. 25-28, 1854, the length of passage of the four ships, other than that of the GAZELLE, being 138, 124, 115, and 125 days, respectively.

On the second westbound Cape Horn passage made by the *Gazelle* (with Captain Dollard in command), the ship was again unfortunate in regard to weather and also was in collision with a Spanish ship during a gale off Cape Horn. She lost all her head gear and severely damaged her stem and hull forward, so that she made water badly. A jury bowsprit, rigged up after some delay, was also carried away. During the entire run up the Pacific, but little head sail could be carried, which caused difficulty in steering. The crew had to man the pumps continuously. The *Gazelle* ran to the Horn in 53 days, at which time the accident occurred, but due to her crippled condition and the light winds encountered in the Pacific, she was 82 days making the run north from the Horn to San Francisco. The *N. B. Palmer* cleared New York four days after the *Gazelle* and, with a better wind, caught up with the Webb-built clipper in the North Atlantic. Capt. Charles P. Low of the *"Palmer"* wrote that he came up with the *Gazelle* when he was 15 days out from New York bound for San Francisco and that the *Gazelle* had left the same port "six days" before him. (This is evidently incorrect, as the records show departures of May 18 and May 22, respectively.) Low said that the two ships sailed in company for several days, sometimes one and sometimes the other forging ahead—depending on which was favored by a breeze. We are told that some ninety-five days later the two ships met again in the North Pacific, "the *Palmer* having put into Valparaiso while the *Gazelle* had been badly damaged by collision off Cape Horn." The *N. B. Palmer,* which was a very fast ship, made the passage in "130 days, or 126 actual sailing days" (also stated as 120 days net, with detention at Valparaiso of ten days); whereas the unfortunate and crippled *Gazelle* made the run in 136 days (reported 135 days). The crack Cape Horner *Flying Cloud* had left New York on May 14, or four days before the *Gazelle,* and she made the passage to San Francisco in 115 days (claimed 113 days). The *Flying Cloud,* with her usual good luck, slipped around the Horn before the heavy gales that held back both the *"Palmer"* and *Gazelle.* It is a surprising but interesting fact that on this run both the *"Palmer"* and the *Gazelle,* leaving New York after the *Flying Cloud,* actually caught up with the McKay greyhound in the Atlantic, the former off the coast of Montevideo and the latter before the equator was reached. An officer (P.W.G.), writing of the passage to the editor of the New York HERALD, said:

> The clipper ship *Gazelle* sailed from New York three days after the *Flying Cloud*. . . . Came in sight in our wake before we crossed the line, and I could just see her from the mizzen topgallant yard at nine o'clock in the morning, and at six o'clock the same evening could see her hull from the deck of the *Cloud;* next day still nearer. Shifted anchors on board the *Cloud,* guns, etc., and altered our course and got out of sight as soon as possible.

On this occasion, the *Gazelle* was admittedly outsailing the famous *Flying Cloud.* Captain Creesy was so greatly concerned that, after shifting weights and resorting to tricky measures to increase his ship's speed without much evident success, he gave up the side-by-side race and wandered off, searching for wind on some other course. Each of the *Gazelle's* three completed voyages as an American ship was around the world sailing west around Cape Horn to California, across the Pacific from San Francisco to Hong Kong, and from Hong Kong back to New York via the Cape of Good Hope. The intermediate (transpacific) and the last, or homeward, passages of these voyages were all made in fast time, and the record is an outstanding one for uniform, good sailing, as the following record shows:

Voyage No.	San Francisco to Hong Kong	Hong Kong to New York	Total under Canvas from San Francisco to New York
	Days	*Days*	*Days*
1	44	98	142
2	39	99	138
3	43	91	134
Average of three voyages	42	96	138

These passages from San Francisco across the Pacific and home were all made under the command of Captain Dollard and show better time as the ship grew older and her skipper became better acquainted with her. The *Flying Cloud* made four similar voyages during the early years of her career over the same course, and her reported average of sailing days on these runs from San Francisco home via Hong Kong (and Captain Creesy was a notorious "pencil sharpener" when computing his length of passages) was 141 days, with the shortest 136 days.

On the third voyage, the *Gazelle* circumnavigated the globe in 253 days under canvas and, on her fourth voyage, was on the way to improve this record still further when disaster overtook her in the Pacific as she was nearing the China coast. The ship sailed from San Francisco October 14, 1854, for Hong Kong, and a terrific typhoon struck her in about 21° N., 141° E. on November 19 when only 35 days out. It is said that the *Gazelle* was "thrown on her beam ends," the mainmast was broken off close to the deck, and the mizzenmast was carried away, followed a little later by the foremast and bowsprit. Heavy seas swept over the vessel, but she righted herself after suffering severe damage, with ten feet of water in the hold. Of 189 Chinese steerage passengers in the 'tween decks, 16 were drowned. Captain Dollard reported that in sixty-one hours the ship was cleared of water, the mass of wrecked spars and rigging had been cut away, and the ship was being operated and under control with a small improvised jury rig. All the navigating instruments were lost, and the only provisions on board that could be salvaged were stated at "15 barrels of bread and 2 of beef with 1,500 gallons of water for 210 people." The *Gazelle* continued generally on her course and reached Hong Kong on December 4, 1854, only 51 days out from San Francisco—a truly remarkable performance considering what she had been through and her wrecked condition.

Upon arrival at Hong Kong, the *Gazelle* was condemned and turned over to the underwriters. She was sold for $13,500, repaired, and renamed *Cora.* In 1857-1858, the ship was owned in Peru and, with Callao as the hailing port, was transporting Chinese coolies across the Pacific to the Chincha Islands to work on the guano deposits. But little is known of the vessel after she left American registry when a trifle less than four years old, but in the early sixties she was operating under the British flag as the ship *Harry Puddemsey,* owned by E. Bates & Company, of Liverpool.

The *Red Rover* of 1,021 tons was classified by her builder (Fernald & Pettigrew, Portsmouth, N.H.) and owners as a clipper ship, but not as an "extreme" clipper. That the ship was very sharp, however, is proved by the fact that she carried in deadweight only 93 per cent of her registered tonnage, and when measured according to the rules that took into account the relative fullness of model, the registered tonnage was placed at 766 tons, which was 255 tons less than the tonnage by the old measurement formula. The tonnage, therefore, based only on prime dimensions, was one-third greater than that which reflected the fineness, or sharpness, of the lines of the hull.

The *Red Rover* was a fast ship, and the average length of her five westward Cape Horn passages to California was 116 days as reported; not one of these runs was made in very slow time, and on each passage the ship did some good sailing and with a fair measure of luck would have had an outstandingly good run. The following table gives a comparative record of the five westward California passages of the *Red Rover* from New York to San Francisco, all of which were completed within a period of 4 years 6 months 16 days; the commencement of the fifth voyage was 4 years 2 months 10 days after the sailing on the initial passage, and in the year 1855 the ship made two departures from New York for California—only 9 months 23 days apart. Whereas the *Red Rover* experienced heavy gales at times, she never had to put into any port en route for repairs, and her longest passage from New York to San Francisco occupied only fifteen days more than her fastest run between the ports.

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	William O. Putnam	Dec. 18, 1852	Apr. 19, 1853 (at Juan Fernandez two days)	122	117

Lost main-topmast and two topgallant masts with all yards attached when 36 hours out. Was 19 days off Horn. Put into Juan Fernandez for water when 79 days out. Ran from Pacific equator to Heads in 16 days, but was held off Golden Gate for three days by gales. Two other clippers reported clearing East Coast ports Dec. 18, 1852, these ships and their comparative passages to San Francisco being as follows: FLYING CHILDERS (1,125 tons) arrived Apr. 10; passage of 113 days. ROMAN (775 tons) arrived Apr. 17; passage of 120 days (reported as 115 days).

No. 2	William O. Putnam	Jan. 22, 1854	May 24, 1854	122	120

Ran to Atlantic equator in 22 days. Was 19 days off Cape Horn. Crossed Pacific equator on 98th day and was 22 days from line to port, being again held up. Suffered some damage by gales off the California coast. Three other clippers arrived at San Francisco May 23-24, 1854. These ships and their passages were as follows: JOHN GILPIN (1,089 tons), New York Jan. 28; San Francisco May 23; 115 days (reported 114 days). SEAMAN'S BRIDE (668 tons), New York Jan. 23; San Francisco May 23; 120 days (reported 119 days). WINGED RACER (1,767 tons), Boston Jan. 25; San Francisco May 23; 118 days.

No. 3	Logan	Feb. 24, 1855 (also stated Feb. 25 and 108 days)	June 13, 1855	109	108

Ran to Atlantic equator in 20 days. Was at 50° S. Atlantic in 48 days and at 50° S. Pacific in 56 days. Rounded the Horn in the fast time of 8 days. Crossed Pacific equator 80 days out and was 900 miles from destination on 92nd day, but because of light winds and calms required 16 days to complete passage. The fastest of thirty-three clipper ships with sailings during the 94-day period Feb. 5-May 9, 1855. Nearest sailings resulted in passages of from 120 to 154 days.

No. 4	Logan	Dec. 17, 1855	Apr. 7, 1856	112	112

When 3 days out, said to have been "thrown on beam ends in a heavy gale." Lost main yard and much canvas; cargo shifted, and ship had bad list throughout passage. Was 27 days to Atlantic equator, 50 days to 50° S., and 63 days to 50° S. Pacific. Rounded Horn in 13 days. Crossed Pacific equator on 89th day and ran from line to destination in 23 days. Main yard sprung off Cape Horn. Light winds all the way up the Pacific. Clipper GOLDEN FLEECE sailed the same date and was beaten by two days in run to San Francisco.

No. 5	Logan	Feb. 28, 1857	July 4, 1857	126	123 (also 124)

Was at 50° S. Pacific when 60 days out, but because of light winds was not at Pacific equator until 98th day. Required 25 days to run from line to port, being becalmed for seven days off the California coast. Arrived in company with the COURSER (1,024 tons), which had left New York Jan. 30 and made a passage of 155 days, port to port (reported by Captain Cole as 145 days). Other passages made about the time of the RED ROVER'S sailing were from 124 to 149 days, port to port, and from 122 to 147 days as reported.

On each of these four voyages, the *Red Rover* returned home by making an eastward rounding of Cape Horn, and not a single one of her voyages followed the popular clipper ship route of the early fifties from San Francisco homeward across the Pacific, with the loading of the vessel at a Chinese, East Indian, or Indian port and her continuing westward via the Cape of Good Hope. The *Red Rover* was, therefore, a veritable Cape Horner during the first period of her sea life, which commenced with a departure from New York December 18, 1852, and ended with an arrival at London February 4, 1858. Following this, she went adrift and stranded while riding at anchor in the Thames River off the East India dock. Soon after, a German steamer ran into her, and the *Red Rover* suffered such injuries from the combination of these accidents that she had to be put in dry dock for repairs. The ship was damaged to some extent by the fire that originated in the plant of the Novelty Baking Company, 242 Front Street, New York, during the night of December 26, 1853, the sparks and blazing cinders from which were carried to the wharves where vessels lay. (This conflagration caused the burning and scuttling of Donald McKay's new mammoth clipper *Great Republic* of 4,555 tons, as that ship was completing her loading and was about ready to put to sea. The fast and beautiful *White Squall* of 1,119 tons was cut adrift, stranded, burned to the water's edge, condemned and sold as she lay for $5,500 as a result of this fire.) The *Red Rover* had arrived at New York from Callao November 17, 1853, but the ship was fortunate to escape the fate of the *Great Republic* and *White Squall*. While her sailing was delayed a week to ten days by the fire and the slight damage to the ship, wharf, and contents, the *Red Rover* was repaired, her loading completed, and she sailed to commence her second voyage on January 22, 1854; i.e., twenty-six days after the fire.

The return passages of the five California voyages of the *Red Rover* can be briefly described as follows:

Voyage No. 1: From San Francisco to Callao, 43 days. Sailed from Callao Sept. 8, 1853, and arrived at New York Nov. 17 after a good passage of 70 days.

Voyage No. 2: From San Francisco to Callao, 44 days. Sailed from Callao Sept. 16, 1854, for Hampton Roads "for orders," where she was detained, and then proceeded to New York, arriving Dec. 9, 1854, after a passage, port to port, of 84 days from Callao.

Voyage No. 3: From San Francisco July 15, 1855, to New York direct, arriving at that port Oct. 21 after a passage of 98 days and completing a round voyage from New York to San Francisco and return in only 206 days at sea and 7 months 27 days total from New York to New York, including 32 days' detention at San Francisco.

Voyage No. 4: From San Francisco to Callao and from Callao to Havre, returning with a westward Atlantic crossing to New York.

Voyage No. 5: From San Francisco to Valparaiso, 52 days; thence to Iquique, where she loaded for London, and sailed Dec. 1, 1857, reaching London Feb. 4, 1858, after a very fast passage of 65 days.

The second phase of the career of the *Red Rover* commenced with her sixth westward Cape Horn passage and a run out from London to Victoria, B.C. The ship loaded lumber for Hong Kong and proceeded to Melbourne, where she loaded with Chinese coolies. Leaving Melbourne August 27, 1859, she was back at Hong Kong October 6 after a fast run between the ports of only 40 days. The *"Rover"* then loaded for Victoria, B.C., and, after discharging, reached San Francisco in ballast on May 27, 1860, after a run of 11 days from Victoria. The ship then went to Baker's Island, where she loaded guano, and sailed for Hampton Roads; she arrived December 5, 1860, after a slow passage of 99 days.

After proceeding to New York (where, it is said, the ship was overhauled and fitted with new masts), the *Red Rover* was sold to James Baines & Company, of Liverpool, for operation in its British-Australian Black Ball Line of sailing packets. When "sold foreign" in 1861, the Civil War was about to begin, and the ship was eight and a third years old; but the reported price of $25,000, or a scant $25 per ton, for a ship that, it is said, had just been completely rehabilitated and equipped with new masts and spars, seems quite low. The *Red Rover* was renamed *Young Australia* by the British, and she proved very fast in the antipodes trade. In 1862, under Capt. William Lowrie, the one-time American clipper beat the crack British clipper *Stornoway* on a run from Australia to London to the eastward via Cape Horn. The *Young Australia* sailed from Melbourne one day after the *Stornoway* left Sydney. The American-built ship caught up with and passed the British clipper in the South Atlantic and reached London two days ahead of her, making a three-day shorter passage.

The *Young Australia* changed owners in the late sixties, J. P. Foulks, of Liverpool, being the owner of record in 1869, but the ship continued in the British-Australian packet trade. About four and a half hours after leaving her anchorage at Brisbane May 31, 1872, and setting sail for England, the ship was wrecked on Moreton Island. The passengers and crew were saved with difficulty, but the ship broke in two on June 6, and the next day the wreck was sold at auction by the underwriters to salvage operators. When lost, through no fault of her own, the one-time American clipper ship *Red Rover* was a little over nineteen and a half years of age.

There has been some controversy as to whether the *Good Hope,* built in 1855 by J. O. Curtis, Medford, Mass., for Robert L. Taylor, New York, was a medium clipper or merely a square-rigged merchant ship of "Down Easter" characteristics. She was evidently designed to be "a good carrier" and "to show good speed." Whereas this vessel of 1,295 tons old measurement (and later 1,177 tons net registered tonnage) carried fairly well, being credited with loading "550 tons of deadweight cargo and 1,900 tons of measurement goods" on one of her Cape Horn passages to California, her runs from port to port were invariably made in slow time.

The *Good Hope* made four westward Cape Horn passages to San Francisco spread over a period of years, and the average length of the runs was 141 days (fastest passage, 136 days). She made only one eastward rounding of the Horn, and that was a slow passage of 143 days from San Francisco to Liverpool. The ship operated for some time in the British-Indian service and did somewhat better in that Cape of Good Hope trade than over the Cape Horn course, as her passages between English ports and Calcutta averaged about 110 days.

The *Good Hope* arrived at Savannah, Ga., from Calcutta just at the outset of the Civil War. We are told that she was given "24 hours to leave under penalty of confiscation by the Confederates," so promptly sailed and went to New York. In April 1873, when about eighteen years old, the *Good Hope* sailed from Ardrossan for San Francisco and encountered heavy weather in the Atlantic. She put into Bahia "in distress" for repairs, but after the cargo was discharged and the ship surveyed, she

was condemned and sold to Frederick Hasselmann. He repaired her and put the vessel under the Brazilian flag. Prior to this time, the United States owners following Robert L. Taylor had been Francis Burritt and still later E. E. Morgan's Sons, all shipping merchants of New York, and for long years Capt. J. F. Miller had been her commander. In the late seventies, the old *Good Hope* was registered as the Swedish ship *Solide* and was steadily engaged in the north transatlantic trade. The ship is reported to have been driven ashore and wrecked in the St. Lawrence near Quebec in November 1881, when twenty-six years of age.

Chamberlain & Phelps, New York

The firm of Chamberlain & Phelps, New York, had two clipper ships built to its order in 1851 at the Westervelt yard, New York, and was the registered owner of a little bark, the *Zephyr* of 534½ tons, built by S. G. Bogert, of New York, in 1855. This shipping firm became prominent in 1853 when its first and largest—and only extreme and sizable—clipper, the *Hornet,* defeated "the crack Cape Horn flyer" *Flying Cloud* in a close race around the Horn from New York to San Francisco, each ship making the passage in the good time of 106 days. The following is a complete record of the three clippers owned by Chamberlain & Phelps:

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
HORNET	1851 (June 20)	Westervelt & Mackey, New York	1,426	203 (also stated 207)	38-10 (also stated 40)	21-10
Burned at sea in the Pacific just north of the equator and sunk May 4, 1866, while on her tenth passage from East Coast United States ports to San Francisco. Sixteen men in two boats lost.						
ARAMINGO	1851 (Nov.)	Aaron Westervelt, New York	716	152- 4	34- 6	22- 6
Sold Sept. 1862 at New York for $25,000. Resold in Europe Feb. 1863, because of Civil War, to Julius Ruhland & Co., Bremen, for a reported price of £4,650, the ship going under German registry as the MATADOR. In 1875, when twenty-four years old, was owned by Gildermeister & Ries, of Bremen.						
ZEPHYR (bark)	1855	S. G. Bogert, New York	534½	155- 6	27	14-10
A medium clipper bark concerning which practically nothing is known. This vessel should not be confused with the reputed clipper ship ZEPHYR of 1,184 tons, built by Daniel D. Kelly, East Boston, in 1854 for T. B. Wales & Co., Nathaniel Emmons, et al., Boston, which made a run from New York to San Francisco in 167 days in 1859-1860.						

The *Hornet* was a typical extreme clipper ship designed and built for the California Cape Horn trade. She was built by Westervelt & Mackey, New York, and referred to as "huge" when she was on the stocks. Only one clipper ship bigger than the *Hornet* was built prior to 1851, and that was the *Stag Hound* of 1,534 tons, launched from the Donald McKay shipyard at East Boston December 7, 1850, for George B. Upton and Sampson & Tappan, of Boston. The clipper *Sea Serpent,* put in the water shortly after by George Raynes, of Portsmouth, N.H., for Grinnell, Minturn & Company, New York, was of 1,402 tons and approached the *Hornet* in size. In 1851, out of fifty-four vessels built in the United States that were classified as clippers (fifty-one ships and three barks), fifteen were of 1,400 tons register or over. The *Hornet* was copied by her builders from the lines of the *N. B. Palmer,* constructed at the same yard for A. A. Low & Bro. under the direction of Capt. Nathaniel B. Palmer and launched four and a half months before the *Hornet* was put into the water. She was described as "a flush decked ship, very sharp and one of the best modelled and constructed clippers" of her day. It was predicted that the vessel would be "extremely fast and hold her own in the Cape Horn trade with any ship afloat." On her initial passage to California, however, everything went wrong, and the *Hornet* made a surprisingly long run with a captain that was sick and incapacitated, a mate and steward that were placed under arrest when the ship reached port, and very unfavorable

sailing weather. The ship was badly laden, with a bulky, heavy deck load, which had to be thrown overboard during a series of "terrific gales." If the draft leaving New York was 20 ft. 6 in. as reported, the statement that the ship was "too deeply laden" does not seem to have been correct.

The following table gives a comparative record of the ten completed westward Cape Horn passages from East Coast ports to California of the *Hornet*. The ship was lost near the Pacific equator when making her eleventh run to San Francisco in 1866. The lifetime average length of the ship's westward California passages was a scant 125 days as reported, and if we eliminate her unfortunate maiden voyage, the average of the other nine runs was over 121½ days as reported. Her fastest passage was her second (106 days), when she defeated the *Flying Cloud*, and her next best run was her tenth and last completed passage over the course.

Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Lawrence	New York	Aug. 21, 1851	Jan. 23, 1852	155	155 (154)
Deeply and badly laden, with two boilers stowed on deck, which were lost during severe gale. Captain was ill and both mate and steward put under arrest upon arrival at San Francisco. Was 73 days to Horn; off Cape 17 days; Cape to Pacific equator, 36 days; line to destination, 26 days. A very slow passage. All light winds or gales.						
No. 2	William Knapp	New York	Apr. 28, 1853	Aug. 12, 1853	106	105 at sea
Also reported cleared on Apr. 26 and FLYING CLOUD on Apr. 28, but on Apr. 29 the FLYING CLOUD, when one day out, was 12 miles in the lead. HORNET was off San Francisco Bar one day ahead of the "CLOUD," but both ships arrived in bay Aug. 12, the HORNET about forty minutes ahead and winning the race, even though detained one day by fog off Golden Gate. Best day's run, 281 miles. Off the Horn, the HORNET saw the ECLIPSE and JOHN LAND and led them into port by five and fourteen days, respectively.						
No. 3	Heolyn Benson	Philadelphia	Aug. 27, 1854	Jan. 9, 1855	135	126
Was becalmed 1½ days off the Horn and 5 days north of Pacific equator. Ran from 50° to 50° S. in 10 days. Had skysails set for 91 days of the passage. The nearest clipper ship sailings to the HORNET were the OSBORN HOWES (1,100 tons), Boston, Aug. 23 (passage, 151 days) and the CHALLENGE (2,006 tons), New York, Sept. 4 (passage, 120 days elapsed time; claimed 118 days).						
No. 4	Heolyn Benson	New York	July 20, 1855 (cleared)	Nov. 12, 1855	115 (also stated 114)	113
Made a fast passage of 107 days to California coast and then held up 6 days by calms. Was 49 days to 50° S. Atlantic and made rounding of Horn in reported time of 7 days (50°-50°)—which is questioned. The fastest California passage of thirty clipper ship clearances for California from East Coast ports during the 122-day period May 13-Sept. 11, 1855, inclusive. (Voyage No. 5 was in the Indian trade.)						
No. 6	Josiah A. Mitchell	Boston	Jan. 18, 1859	May 28, 1859	130	128
Beat the ASPASIA, which had sailed from New York twenty-six days before her, by three days to port and twenty-nine days on the passage. Beat the HURRICANE, which sailed from New York nine days before her, by two days to port and eleven days on the passage; but the FLYING CHILDERS, which reached San Francisco the same day (May 28), beat the HORNET by eleven days, having had much better sailing conditions.						
No. 7	Josiah A. Mitchell	New York	Apr. 19, 1860	Sept. 2, 1860	136	135
Had light winds and calms throughout except heavy gales for twelve days off the Plate and for fifteen days off Cape Horn. The clipper ELIZABETH F. WILLETS cleared New York one day before the HORNET and made a passage of 163 days. The ELECTRIC SPARK sailed from Boston Apr. 21 and had a run of 142 days. (Voyage No. 8 was in the transatlantic trade.)						
No. 9	Josiah A. Mitchell (?)	New York	1861	1862	131	131
Reported as generally unfavorable sailing weather throughout entire passage.						
No. 10	Harding (?)	New York	Oct. 15, 1862	Feb. 17, 1863	125	124
Was 30 days to Atlantic equator and 68 days to 50° S. Atlantic. Rounded Horn in 15 days. Crossed Pacific equator on 104th day and ran from line to destination in 20 days.						
No. 11	Harding	New York	Dec. 1863	Apr. 1864	121	121
Raced with the STAR OF THE UNION of 1,057 tons (Captain Reed) and beat her by nearly a day, land to land, but each ship completed a passage in 121 days.						
No. 12	Harding (?)	New York	1864	1865	112	111
Reported as "a fast passage made under fair sailing conditions."						

Voyage No. 5 was in the Indian trade, the *Hornet* making an eastward transatlantic run from New York to London, where she loaded for Calcutta. Passing the Lizard January 12, 1857, she made a run of 97 days to destination and, leaving Calcutta on the return trip June 28, 1857, was off the Cape of Good Hope on the 47th day.

Voyage No. 8 was in the transatlantic trade. From New York, the *Hornet* crossed to Bristol in the good time of 14 days 20 hours and returned to New York, in ballast, against the westerlies in 27 days.

Continuing the ten completed California voyages, the *Hornet* sailed westward on two of them, making voyages around the world, the first over the very unusual course from San Francisco to China via Panama and the second by way of Calcutta. Of the other eight returns sailing eastward around Cape Horn, four were direct runs from San Francisco to a North Atlantic port (three to New York in 87, 96, and 101 days, respectively, and one to Liverpool in 120 days); two were via Valparaiso and other South American ports, one via Callao, and one via Mazatlan, Mexico. The following brief digest gives the continuation and return passages of the ten completed California voyages of the *Hornet:*

No. 1: From San Francisco Mar. 1, 1852, to Panama (with 300 passengers) in 33 days, anchor to anchor. From Panama across the Pacific to Hong Kong in 90 days and from Whampoa to New York in 117 days (also reported as a run of 113 days).

No. 2: From San Francisco Sept. 4, 1853, to Callao, where she arrived Oct. 7 after a record passage over the eastern route of 33 days. Made Point St. Elena, Gulf of Guayaquil, when 21 days 22 hours out—a record. From Callao sailed to Philadelphia, where she arrived Apr. 9, 1854.

No. 3: From San Francisco to New York via Mazatlan, Mexico.

No. 4: From San Francisco across the Pacific to Calcutta in 69 days and from Calcutta to New York, via Cape of Good Hope, in 102 days.

No. 5: From San Francisco to New York direct in the fast time of 87 days.

No. 6: From San Francisco to New York direct in 96 days, passing Cape Horn on the 47th day out.

No. 7: From San Francisco to Valparaiso in the good time of 42 days; thence proceeded to Iquique and Pisagua and on to Philadelphia. She arrived July 23, 1862, unloaded part of her cargo, and continued on to New York, where she arrived Aug. 4 with nitrate of soda, part of her Chilean cargo. The run from Philadelphia to New York under canvas was made in 2 days.

No. 8: From San Francisco to Liverpool direct (wheat laden) in 120 days. Loaded coal for New York and made westbound Atlantic passage in 32 days, reaching New York Oct. 3, 1863. On the last twenty days of this crossing, the ship encountered "persistent calms and light baffling airs."

No. 9: From San Francisco to New York direct in 101 days.

No. 10: From San Francisco to Valparaiso, thence to Tome, Chile, where she loaded a cargo of wool and made a fast passage of 58 days to New York.

The best sailing of the *Hornet* in the Northern Hemisphere during her California voyages was a run of 19 days from New York to the Atlantic equator, and on the Pacific side she has to her credit two runs from the line to anchorage in San Francisco Bay in 18 days and one of 19 days. In 1855 a rounding of the Horn (50° S. Atlantic to 50° S. Pacific) in 7 days was reported, which is only one day more than the all-time record held by the *Young America* and equals the best performance of the *Flying Cloud*. The following year the rounding was made in 10 days, notwithstanding that the *Hornet* was becalmed for one and a half days off the Horn. In 1855 the *Hornet* ran from Cape St. Roque to 50° S. Atlantic in 17 days, a performance that evidently has been beaten only once in the history of sail and that by the *Samuel Russell,* which is credited with a run of 16 days over this part of the California course. Early in 1863, on the *Hornet's* eighth westward Cape Horn passage, the ship ran from 50° S. Pacific to San Francisco in 41 days and from 50° S. Atlantic to destination in 56 days, which is good sailing and particularly so inasmuch as the bad sailing conditions previously experienced in the Atlantic made the entire passage occupy 124 days.

Notwithstanding the claims of "the notorious pencil sharpening Captain Creesy" of the *Flying Cloud,* it is clearly evident that on the *Hornet's* second westward California passage, sailed April-August 1853, she beat the clipper *Flying Cloud* from a point where they were together shortly after leaving New York to anchorage in San Francisco Harbor and beat her decisively by faster sailing on the entire run north in the Pacific after having had the worst of it by five days in rounding the Horn. Actually, the *Hornet* ran from 50° S. Pacific to the Golden Gate in eight days' better time than the *"Cloud,"* and after being two days behind Captain Creesy's ship at 50° S. Atlantic and seven days behind at 50° S. Pacific, the *Hornet* caught up with and passed the *"Cloud"* and reached the entrance

to San Francisco Harbor over a day ahead of her antagonist. Although delayed off port one whole day by fog, the *Hornet* sailed into the bay and dropped anchor on August 12, 1853, about forty minutes ahead of the ship that held the record for the fastest westward Cape Horn passage from an East Coast or any North Atlantic port to San Francisco. Off the Horn, the *Hornet* had spoken the clipper ships *Eclipse* (1,223 tons) and *John Land* (1,054 tons), which had cleared port ten and six days before her, and she beat them on the run by five and ten days, respectively, her passage being 106 days (105 sailing days) as against 121 days for the *Eclipse* and 126 days for the *John Land.*

On her last voyage, the *Hornet,* under Capt. Josiah A. Mitchell, with a cargo composed almost entirely of case oil and candles, sailed from New York January 11, 1866, for San Francisco. With light winds and poor sailing conditions, the ship crossed the Pacific equator on May 2, when 111 days out. Early the next morning, the ship caught fire from a lighted lantern that came in contact with gas below decks. The fire was soon beyond control, and all hands were compelled to leave the ship in haste. The vessel burned and sank in Lat. 2° N., Long. 112° 30′ W. The captain's long boat, with fifteen people aboard, reached the island of Hawaii on June 15 after a journey to the northwest of some 2,500 miles in 44 days. The first mate's and second mate's quarter boats, with nine and seven men aboard, respectively, kept with the captain's bigger and more seaworthy boat for nineteen days, but after separating the quarter boats were never heard from thereafter. The *Hornet* was lost when fifteen years old through no fault of her own. She had been steadily operated under the American flag throughout the entire period of the Civil War, and when destroyed by fire, the ship and her cargo were insured for $400,000.

The little medium clipper ship *Aramingo* of 716 tons was launched from the Westervelt yard, New York, about five months after the more famous and much larger and sharper *Hornet,* built for the same owners. The *Aramingo* made two voyages in the California trade, following which she was engaged in service between the East Indies, Britain, and the United States. The following is a brief summary of her passages when in the California trade:

Voyage No. 1: Left New York Jan. 12, 1852, under Captain Sylvester, and arrived San Francisco May 29 after a passage of 138 days, which was slow compared with either mid-January sailings or end-of-May arrivals. Crossed the Pacific to Shanghai in 47 days, where Captain Chadwick (late of the *Hoogly,* lost in the river below Shanghai) took command. Left Shanghai Oct. 6, 1852, was at Anjer Nov. 1, and arrived at New York Feb. 1, 1853, after a passage of 118 days from Shanghai and 92 days from Anjer. The entire voyage, which was around the world, occupied one year and twenty days, and the time spent at sea was 303 days.

Voyage No. 2: Left New York Mar. 10, 1853, under Captain Drinkwater, and arrived San Francisco July 23 after a passage (clearance to official arrival) of 135 days, reported by Captain Drinkwater as "an eventful passage of 133 days." This was the longest passage of any of the twelve clipper ships that sailed from East Coast ports for California during the month of Mar. 1853, the average being somewhat less than 121 days. The ship was "off the Horn for 20 days in heavy gales" and was reported to have been "within 700 miles of the Golden Gate in light and baffling winds for 13 days." On June 1, when 83 days out, the vessel was in collision with the British bark *Regonwald* in the South Pacific and sank her; she herself suffered injuries to spars, rigging, sails, and equipment. Left San Francisco for Callao, where she arrived after a run of 45 days. Loaded guano at Chincha Islands. Cleared Callao Dec. 30, 1853, and arrived at New York Mar. 16, 1854, after a passage of 76 days. The entire voyage (around Cape Horn both ways) occupied one year and six days, and the time spent at sea was 256 days (reported as 254 days).

During the next eight and a half years that the *Aramingo* sailed under the American flag, she was generally employed in the Cape of Good Hope trade with the Orient and India. The ship was not a lucky one and was often in trouble. Crossing the Atlantic from Philadelphia, under Captain Cassin, she arrived at Liverpool April 25, 1861, with a sprung mainmast and making so much water that she had been obliged to jettison part of her cargo. The next outward passage was to Madras, India, thence to Calcutta, where she loaded for New York. While in tow, the *Aramingo* stranded near Futlah Point, and when she was refloated she collided with her tug *Powerful,* both vessels sustaining considerable damage. Leaving Sand Heads April 21, 1862, the ship rescued sixty-four passengers, officers, and crew from the British bark *Defiance,* which was in a sinking condition off Ceylon, and landed them at Trincomalee. The American clipper ships *Starlight* of 1,153 tons and *Belle of the West* of 936 tons left Calcutta (Sand Heads) on May 8, 1862 (seventeen days after the *Aramingo*), and the three ships were together off the Cape of Good Hope. On the run home up the Atlantic, the

Aramingo was beaten five days by her clipper rivals, and she arrived at New York August 30 after a passage of 131 days, which includes the detention caused by the rescuing of all aboard the stricken British vessel. The *Starlight,* which left Sand Heads twelve hours ahead of the *Belle of the West,* arrived at Boston August 25, 1862, twelve hours ahead of her antagonist, each ship making a homeward passage of 110 days. (Each of the two Boston ships was commanded by one of the Howes brothers, and the first mate of the *Belle of the West* had a brother aboard the *Starlight.*)

The *Aramingo* made no fast voyages. On her first westward Cape Horn passage, the *Wisconsin,* a "pre-clipper" of 925 tons built in New York in 1847, under Captain Scott, cleared New York one week after the *Aramingo* and arrived at San Francisco one week before her. On the run home from China, the *Panama,* a Griswold ship, with a 90-day passage, beat the *Aramingo* by twenty-eight days on the passage from Shanghai, the two ships arriving within a day of each other (February 1-2, 1853). On her second and last Cape Horn run, the *Aramingo* arrived at San Francisco on July 23, 1853, the same day as the little "pre-clipper" *Lantao* of 593 tons (Captain Bradbury), which had cleared New York two weeks after her.

With the disturbing effects of the Civil War on American shipowners, the *Aramingo* was reported sold in New York in September 1862 for the sum of $25,000 (or about $35 per ton for an eleven-year-old ship), which seems high. Arriving in England, she was repaired and newly coppered. The British records show that in February 1863 she was bought by Julius Ruhland & Company, of Bremen, for £4,650, which seems a more reasonable price for a thoroughly reconditioned ship of her age. Under German register, the old *Aramingo* became the ship *Matador.* But little is known of the career of the ship while sailing under foreign flags. In 1875, when twenty-four years old, she was still listed as the *Matador,* and the registered owner was Gildermeister & Ries, of Bremen.

Appendix II

OWNERS OF CLIPPER SHIPS AND A RECORD OF THE CLIPPERS THAT THEY OWNED

Sampson & Tappan, Boston, Massachusetts

Among the Boston shipowners that supported Donald McKay with building orders, the one of the greatest importance after Enoch Train & Company was George B. Upton and associates. Among these, the firm of Sampson & Tappan was prominent during the 1850's. George B. Upton was a great benefactor of Donald McKay and supported him by credit and orders for ships even longer than did Enoch Train. McKay constructed eleven ships for either George B. Upton personally or for Upton and associates—J. M. Forbes and the firm of Sampson & Tappan. All these vessels were built at the McKay East Boston yard during the thirteen-year period 1849-1862. It was Enoch Train who interested George B. Upton in Donald McKay, his shipyard and product, and later Upton built at the McKay yard with J. M. Forbes as a partner. The packet ships *Plymouth Rock* and *Parliament,* constructed by McKay in 1849 for Upton & Forbes, were chartered by Train & Company and its White Diamond Line, of Boston. When Upton and Forbes decided in the winter of 1848-1849 to have McKay build "a fast 800-ton ship of clipper model and rig" for them, they induced Sampson & Tappan to "buy a piece" of the ship and operate her for their joint account. This ship was the *Reindeer.* In the summer of 1850, the same joint owners negotiated with McKay for the building of a bigger, better, and faster *Reindeer,* "one that would be a real clipper, big enough for the California run, but suitable also for the China trade via the Cape of Good Hope." Donald McKay interviewed newspapermen on August 25 and showed a model of what was said to be that of a 1,200-ton clipper, with 180 ft. length of keel, which he was to build for Sampson & Tappan and George B. Upton. This must have been intentional deception during a highly competitive period, for the *Stag Hound,* the ship being built and which was launched on December 5, 1850 (three months eleven days after the press conference), was of 1,534 tons, not 1,200 tons, and with a keel 207 ft. long and not 180 ft. as announced. Ten months after the *Stag Hound* took the water, McKay launched for Sampson & Tappan as sole owner the clipper ship *Flying Fish* (1,505 tons) and, a year later (September 1852), the still larger but more conservatively modeled clipper *Westward Ho* of 1,650 tons. Donald McKay built no ships for the progressive but economy-minded firm of Sampson & Tappan after taking the contract for the *Westward Ho* in June 1852. However, that firm of Boston shippers purchased the *Winged Racer* of 1,767 tons, built by Robert E. Jackson, East Boston, and launched in November 1852 for Seccomb & Taylor, and it had also acquired fifteen months previously (September 1851) the yacht-like clipper *Nightingale* of 1,066 tons, built at Portsmouth, N.H. The only other clipper ship built by Sampson & Tappan was the fuller-bodied and very moderately canvased "medium" clipper *Indiaman* of 1,165 tons, which was built by Hugh R. McKay.

A comparison of the dimensions, etc., of the fast clippers built in 1850-1852 that constituted the Sampson & Tappan fleet is of interest; corresponding data are added of the *Flying Cloud,* built by Donald McKay in 1851, and of the *Swordfish* and *John Gilpin,* the worthy contestants of the *Flying Fish* in the Cape Horn westbound runs to California in 1851 and 1852:

Name of Clipper, Year Built, and Tonnage	Builder	Dimensions in Feet and Inches: Length	Beam	Depth	Owner	End of Career
STAG HOUND; 1850; 1,534	Donald McKay, East Boston	215	39- 8	21	George B. Upton and Sampson & Tappan, Boston	Burned at sea, 1861
FLYING FISH; 1851; 1,505	Donald McKay, East Boston	207	39- 6	22	Sampson & Tappan, Boston	Wrecked, China, 1858 (sold and rebuilt)
WESTWARD HO; 1852; 1,650	Donald McKay, East Boston	210	40- 6	23- 6	Sampson & Tappan, Boston	Burned, Callao, 1864
NIGHTINGALE; 1851; 1,066	Samuel Hanscomb, Jr., Portsmouth, N.H.	185	36	20	Sampson & Tappan, Boston	Foundered, 1893
WINGED RACER; 1852; 1,767	Robert E. Jackson, East Boston	210	42- 6	23	Sampson & Tappan, Boston	Burned by ALABAMA, 1863
FLYING CLOUD; 1851; 1,782	Donald McKay, East Boston	229	40- 8	21- 6	Grinnell, Minturn & Co., New York	Wrecked, Canada, 1874
SWORDFISH; 1851; 1,036	William H. Webb, New York	169- 6	36- 6	20	Barclay & Livingston, New York	Wrecked, China, 1862
JOHN GILPIN; 1852; 1,089	Samuel Hall, East Boston	195	37	22	Pierce & Hunnewell, Boston	Foundered, 1858

The Sampson & Tappan trio of fast extreme clippers built by Donald McKay—the *Stag Hound, Flying Fish,* and *Westward Ho*—was constructed for the California, China, and East India trade. They were probably the three fastest medium-sized sailing ships ever turned out by one shipyard for the same owners. Of the three vessels, the *Stag Hound,* being the pioneer, attracted the most interest, and the *Flying Fish* was the most advertised and exploited by her builder and owners. Although these two ships did the most spectacular sailing of the trio, as far as the public press was concerned, it was the last of the three vessels that did the most uniform and reliable long-distance, deep-sea sailing from port to port. The *Flying Fish* was rated "as fast as the *Flying Cloud.*" Only hard luck at the end of a passage prevented her from beating or equaling the *Flying Cloud's* 89-day (or 90-day) run from New York to the Golden Gate, and her average time of seven lifetime westbound passages around the Horn was almost ten days faster than that of six similar passages made by the *Flying Cloud.*

Although Boston in the fifties acknowledged the *Surprise* as "Massachusetts' first real clipper," yet claims were made when Donald McKay launched the *Reindeer* (built for J. M. Forbes, George B. Upton, and Sampson & Tappan, of Boston) on June 9, 1849, that this vessel was "Boston's premier clipper," and it was even boasted that she would "outsail New York's *Sea Witch.*" The Boston press proclaimed the *Reindeer* to be the "finest in model and strength McKay has yet built," and until she proved to be lacking in the anticipated speed, McKay and Boston generally referred to her as "the clipper ship *Reindeer.*" In 1853, Donald McKay, disgusted with the sailing performance of the *Reindeer* and much pleased with the demonstrated sailing ability of his bigger, sharper-lined, and faster *Stag Hound* of 1,534 tons, definitely classed the latter vessel as "my first clipper ship." The *Reindeer* was about the size of New York's early clippers *Rainbow* and *Sea Witch,* built by Smith & Dimon, with the models attributed to John W. Griffiths, as shown by the following comparative dimensions of these vessels:

Name of Ship	Year Built	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth	Owner
REINDEER	1849	Donald McKay, East Boston	800	156- 6	33- 5	22	Forbes, Upton, and Sampson & Tappan, Boston
RAINBOW	1845	Smith & Dimon, New York	752	159	31-10	18- 4	Howland & Aspinwall, New York
SEA WITCH	1846	Smith & Dimon, New York	908	170- 3	33-11	19	Howland & Aspinwall, New York

The best proof that McKay's *Reindeer* did not qualify as a real clipper is afforded by her sailing record. She made five westward around-the-Horn passages to San Francisco in the clipper ship decade (1850-1860), which can be summarized as follows:

California Westward Passage	Departure		Arrival at San Francisco	Length of Passage in Days from Port to Port	Comment
	Port	Date			
No. 1	Boston	Nov. 22, 1849	Apr. 2, 1850	131	Via Valparaiso; claimed 122 sailing days net
No. 2	Richmond, Va.	Oct. 25, 1851	Mar. 22, 1852	148	Via Valparaiso; claimed 142 sailing days net
No. 3	New York	May 17, 1853	Oct. 19, 1853	155 (stated also as 153)	Claimed 132 sailing days net
No. 4	Boston	Nov. 29, 1854	Apr. 14, 1855	136	Partially dismasted on sixth day out
No. 5	New York	June 2, 1856	Nov. 18, 1856	169 (stated also as 167)	Claimed 162 days from "pilot to pilot"

The *Reindeer* arrived at San Francisco April 2, 1850, on her maiden voyage, and her skipper, Capt. John Lord, promptly proceeded to claim a record for the Cape Horn run. He maintained that his 122 days at sea was equal to the run of the *Memnon* (Capt. Joseph R. Gordon), which had reached San Francisco August 28, 1849, but that the record of the *Reindeer,* port to port, of 131 days was "eight days better than the previous record run of the New York clipper." Thirty-four days after the *Reindeer's* entry into San Francisco Bay, all controversy between the *Reindeer* and *Memnon* for speed honors abruptly terminated. On May 6, 1850, the *Samuel Russell* sailed into port 111 days out from New York (claiming a 109-day sea passage), and two and a half months afterwards (on July 24, 1850) the *Sea Witch* sailed through the Golden Gate 101 days out from New York after 97 days at sea, for she had been four days at Valparaiso en route.

Any reputation that the *Reindeer* may have had for possible speed gained on her maiden voyage (for she claimed a record run of 36 days from Valparaiso to San Francisco) was lost for all time by her poor sailing on her second voyage. Five clipper ships clearing eastern ports about the same time as the *Reindeer* gave the following performances: *Flying Fish,* 101 days, port to port (claimed 100 days); *Comet,* 105 days (claimed 103 days); *Celestial,* 108 days (claimed 106 days); *Wild Pigeon,* 109 days (claimed 107 days); and *Golden Gate,* 115 days (claimed 114 days). The *Reindeer's* passage of 148 days, port to port, and 142 claimed sailing days, with a run of 48 days from Valparaiso to the Golden Gate, definitely proved that "the *Reindeer* could not sail with real clippers." On her fourth voyage, the *Reindeer* was followed after one day, in leaving Boston, by the *Spitfire* (Capt. John Arey), and this Maine-built ship reached San Francisco on March 28, 1855, 118 days out, whereas it was April 14 before the *Reindeer* passed the Golden Gate. On her next and last voyage to California, the *Reindeer* was badly beaten by another Maine-built ship, the *Euterpe,* which, leaving New York about the same time as the *Reindeer,* reached San Francisco on September 22 after a claimed run of 112 days; the *Reindeer* did not arrive at her destination until November 18, or fifty-seven days later, having taken 169 days to complete the passage (also stated as 167 days and 162 days from pilot to pilot). The *Reindeer* was wrecked on a reef off one of the Philippine Islands on February 12, 1859, while bound from Manila to San Francisco.

Donald McKay's first real and truly "extreme" clipper, the *Stag Hound,* was the first built of Sampson & Tappan's "fast trio." She was extremely sharp on the water lines, with a very weak and yacht-like midship section, big deadrise, and practically no bilge. The bottom and sides curved from the keel to the load water line. She registered 1,534 tons and was launched from McKay's East Boston shipyard on December 7, 1850. The *Stag Hound* sailed from New York on her maiden voyage on February 1, 1851.

Illustrative of the boastfulness of certain clipper ship captains of their ship's speed and their persistent claims for speed honors is the letter written by Capt. Josiah Richardson during the vessel's maiden voyage. On this passage, when only 6 days out from Sandy Hook, the *Stag Hound,* being driven hard "for speed and glory," lost her main-topmast and all three topgallant masts. The *Stag*

Hound crossed the equator when 20½ days out and ran from the line to 50° S. Atlantic in 22 days. After rounding the Horn on the 49th day and crossing Lat. 50° S. Pacific 57 days out, she was compelled to make for Valparaiso, where she arrived April 8 (66 days out from Sandy Hook) and sailed April 12, 1851, after repairs. Instead of some apologetic and explanatory report of the mishap and excuse for the breaking of the voyage by having to put the ship into the Chilean port, Captain Richardson wrote with enthusiasm, "The ship is yet to be built to beat the *Stag Hound.*" That she was fast is evidenced by the fact that she completed her maiden passage, pilot to pilot, in 113 days, of which 108 days, it was reported, were spent at sea (also reported as 107 days). On her best day, she sailed 358 miles—an average of 14.9 knots.

During the years 1852-1854 inclusive, the *Stag Hound* made three other Cape Horn westbound passages between New York and San Francisco in 124, 127 (reported as 126 days), and 110 days, respectively. On the 127-day run, she stopped at Juan Fernandez and reported her sailing days for the passage as 122. During the 110-day passage (April 26-August 14, 1854), under the command of Capt. Charles F. W. Behm, the ship covered 16,408 miles, an average of 149 miles per day and 6.2 knots (wrongly reported as 158 miles per day and 6.6 knots). In 1857 and 1858, the *Stag Hound* made her last two westward passages around the Horn; both were from Boston to San Francisco and were made in 108 and 121 days, respectively. The average length of all six westbound passages of the *Stag Hound* from East Coast ports to California was about 117 days, and the claimed average length of the runs at sea under canvas was about 115½ days.

On the first passage of the *Stag Hound* to California, there were no competitive sailings, her departure on February 1, 1851, being the only clipper ship clearance from any East Coast port between January 15 and March 4. Continuing her voyage, which was to be around the world, the *Stag Hound* crossed the Pacific, sailed from Whampoa, China, October 9, and made a run of 94 days to New York. Because of the high freight rate of one dollar per cubic foot on the passage to California and the good price obtained at auction of the cargo of tea brought home and sold for owners' account, it was said that "the *Stag Hound* paid for herself and divided among her owners a clear profit of over $80,000 earned in ten months and twenty-three days." The early profitable operation of the *Stag Hound* during boom days was responsible for the placing of orders with Donald McKay for the building of both the *Flying Fish* and *Westward Ho* and the purchase of the *Nightingale* and *Winged Racer.*

On the first leg of the second voyage of the *Stag Hound,* which was an outbound run from New York to California, the little *Sea Nymph* of 526 tons (Capt. Philip M. Hale)—which had made a long 157-day passage out the previous year—sailed from New York one day after the *Stag Hound,* and the two ships reached San Francisco the same day, July 4, 1852. Continuing, the *Stag Hound* sailed through the Golden Gate July 21, 1852, reported passing Honolulu when only 10 days out, and reached Whampoa, China, September 6 after a transpacific run of 47 days (claimed 45 days). On this passage, the *Stag Hound* is said to have sailed from San Francisco in company with the clipper *Sea Serpent* (1,402 tons) and beaten her "two days to Honolulu and nine days to China." However, the *Sea Serpent,* on the Cape Horn run from New York to San Francisco, had beaten the sailing performance of the *Stag Hound* over that course. Leaving New York March 9, eight days after the *"Hound,"* the *"Serpent"* had reached San Francisco on June 30, or four days before the McKay-built clipper arrived, and had made the run in twelve days less time, port to port. On the last leg of this second around-the-world voyage, the *Stag Hound* sailed for home in company with the *Swordfish* (1,036 tons), leaving Whampoa September 25; the *Stag Hound* reached New York on December 30, 1852, after a passage of 96 days (claimed 95 days), and the smaller *Swordfish* beat her decisively, making the run home in 89 days.

The third voyage of the *Stag Hound* commenced February 24, 1853, with a sailing from New York for California and Captain Behm in command. She arrived at San Francisco July 1, which makes a 127-day passage (reported as 126 days), port to port, and 122 days net. (Cutler says that the ship was "delayed 10 days putting into Juan Fernandez for water," which, if true, would have made a passage of 117 sailing days.) All other ships clearing East Coast ports during the last half of February made long passages: *Sirocco,* 145 days; *Archer,* 146 days; *Houqua,* 144 days; *Flying Eagle,* 167 days, port to port, and 142 sailing days; *Courser,* 138 days; *Snow Squall,* 155 days; and *Ocean Spray,* 135 days. Whereas the *Stag Hound* on this passage reported "light winds, skysails set for 81 days," the *Snow Squall,* sailing from New York one day after the *Stag*

Hound, reported that she was "60 days off Cape Horn, being driven to 60° South." Continuing westward, the *Stag Hound* sailed through the Golden Gate July 16, 1853, passed Honolulu when 13 days out, and reached Hong Kong September 13 after a slow crossing of 59 days. This she followed with a good run home of 89 days, leaving Whampoa October 24 and arriving at New York January 21, 1854.

On her next voyage—the fourth—the *Stag Hound* made a fast passage of 110 days from New York to the Golden Gate. This was made possible by extremely favorable weather off Cape Horn, which she rounded (50° S. Atlantic to 50° S. Pacific) in only 8 days. The sailing conditions on this passage were evidently generally propitious, for the *John Stuart* left New York one day after the *Stag Hound* and arrived only two days after her; while the *Witchcraft,* leaving New York on May 9 (thirteen days after the *"Hound"*), sailed through the Golden Gate on August 15, only one day behind the McKay clipper, after a passage of only 98 days. The *Witchcraft* was within 700 miles of San Francisco for nine days, of which two days were "in fog off the Heads." Continuing, the *Stag Hound* ran from San Francisco to Hong Kong in 49 days and, after some trading in the Pacific, sailed from Shanghai for London, where she arrived August 28, 1855, after a run of 91 days from Java Head.

The fifth voyage of the *Stag Hound* was around the Cape of Good Hope each way. She sailed from London to Hong Kong and, clearing the Chinese port April 21, 1856, reached New York August 21 after a slow passage of 122 days from Whampoa. On her sixth voyage, with Capt. Peter Peterson in command, the *Stag Hound* sailed from Boston January 4, 1857, and reached San Francisco April 22 after a 108-day passage. This was a fast run, as she reported being "off port 7 days in light winds." All other clipper ship sailings from East Coast ports between Christmas Day of 1856 and January 15, 1857, resulted in the following passages to San Francisco: *Reporter,* 113 days (claimed 110), but "was within 700 miles of Golden Gate for 17 days"; *Webfoot,* 119 days (claimed 118); *Charger,* 124 days; *Asa Eldridge,* 123 days (claimed 122); *Electric Spark,* 118 days; and *Mameluke,* 173 days (recorded also as 179 days). This vessel made the slowest sailing record for a clipper ship in the North Atlantic, experiencing persistent gales and strong head winds, and she did not cross the equator until 60 days out. The *Noonday* sailed from Boston on January 15, two days after the *Mameluke* left New York, and made a run of 118 days (claimed 117 days).

The second leg of the *Stag Hound's* sixth voyage was a 50-day run from the Golden Gate to Hong Kong. On the homeward stretch, to complete another voyage around the world, the ship ran from Foochow (August 13) to New York, arriving December 4, 1857, after a passage of 113 days.

On her seventh voyage, the *Stag Hound* (Capt. Samuel B. Hussey) commenced her last (and sixth) westward Cape Horn run, sailing again from Boston, on February 6, 1858. A comparison of her performance on this passage with that of the three clippers that sailed from an East Coast port before her and of the three that followed her is set forth herewith:

Name of Clipper	Captain	Tonnage	Year Built	Departure		Arrival at San Francisco 1858	Length of Passage in Days
				Port	Date 1858		
EDWIN FORREST	Crocker	1,141	1853	New York	Jan. 25	June 8	134 (claimed 133)
GOLDEN EAGLE	Harding	1,121	1852	New York	Jan. 27	June 12	136 (claimed 135)
FLYING EAGLE	Bates	1,004	1852	New York	Feb. 5	June 22 (or June 23)	137 (claimed 132)
STAG HOUND	Hussey	1,534	1850	Boston	Feb. 6	June 7	121
ELIZABETH F. WILLETS	Holmes	825	1854	New York (cleared Feb. 5)	Feb. 8	June 10 (or June 11)	122
SOUTHERN CROSS	Howes	938	1851	Boston	Feb. 12	July 4	142 (claimed 140)
PHANTOM	Peterson	1,174	1852	New York	Feb. 15	June 21	126 (claimed 125)

The *Stag Hound* continued her seventh voyage by a slow 58-day run from the Golden Gate to Hong Kong. She arrived there September 17, 1858, and was laid up for sometime. In March 1861, she was reported at New York from London. On August 2, 1861, she sailed from Sunderland,

England, with a cargo of coal for San Francisco. When about fifty miles south of Pernambuco, at 1:00 A.M. on October 12, the ship was found to be on fire, and by 6:00 P.M. all the crew were in the boats, the masts were over the side, and the vessel was burned to the water's edge.

Whereas the *Stag Hound* in her earlier days made money, she was too sharp-lined and carried too little cargo to compete, under more normal freight and revenue conditions, with the more moderate "medium" clippers that were built soon after her. The Boston ATLAS of December 21, 1850, describing the *Stag Hound,* said:

> This magnificent ship has been the wonder of all who have seen her. Not only is she the largest of her class afloat, but her model may be said to be the original of a new idea in naval architecture. She is longer and sharper than any vessel of the merchant service in the world, while her breadth of beam and depth of hold are designed with special reference to stability. Every element in her has been made subservient to speed; she is therefore her builder's beau ideal of swiftness; for in designing her, he was not interfered with by her owners. He alone, therefore, is responsible for her sailing qualities.

There was positively no "new idea in naval architecture" in the design of the *Stag Hound;* no novelty or originality. McKay merely whittled his model down on the ends to get what he felt was the maximum sharpness and concavity of entrance and run, and he merely put what was considered as a steamboat type of bow on a sailing vessel. At the mid-century, and for a few years prior thereto, American builders had been launching some extremely sharp-lined steam-propelled vessels, with a low block coefficient and displacement. These steamboats were generally built to carry passengers and the required amount of fuel and stores but very little cargo, and as steam horsepower was expensive to build and operate, their models were shaped primarily to reduce resistance to the minimum. As Cutler says, such vessels had "thin arched bows and long slinky lines; since they were not intended to carry the immense spread of canvas that sailing ships did, they could be and were built much sharper than any sailing ships that had ever been designed." McKay and several other American builders, in the years 1850-1851, made the grave mistake of introducing the so-called steamboat lines in the models that they whittled for sailing ships intended to be the fastest craft propelled by wind that they could produce. The *Stag Hound* was the first and possibly the most extreme of these too sharp-lined clippers. It is true that, as stated in the Boston ATLAS, the designer-builder had sacrificed everything to make the ship the fastest afloat, and the performance of the vessel under canvas at sea proved that he had failed and fallen far short of his ambition, anticipation, and promises. The *Stag Hound* (1,534 tons) as a practical vessel, launched December 7, 1850, was inferior to the clipper *Surprise* (1,261 tons), launched October 5, 1850, and built by Samuel Hall, East Boston, Mass., from the designs of Samuel H. Pook, and she did not outclass any one of some five clippers of over 1,200 tons built about the same time with much less publicity. After operating the *Stag Hound* for a couple of years, her owners admitted disappointment in her speed and sailing qualities as well as in her carrying power—both deadweight and cubic feet. A contemporary authority wrote, "She has failed to reach a degree of speed equal to the best performances of ships of her class and of her size." That criticism was openly expressed in regard to her sailing performances by the mid-fifties is evidenced when the August 1855 issue of THE MONTHLY NAUTICAL MAGAZINE says of her, "Perhaps the greatest mistake in her model consisted in the great amount of deadrise, detracting from her stability and capacity without a commensurate return in diminishing the absolute resistance."

The *Flying Fish,* the second of Sampson & Tappan's trio of fast clippers built by Donald McKay, was launched from the East Boston yard in September 1851, some nine months after the *Stag Hound* had been put overboard. The *Flying Fish* was launched about five months after the *Flying Cloud,* and she registered 1,505 tons as against 1,534 tons for the *Stag Hound* and 1,782 tons for the larger *Flying Cloud.* The *"Fish,"* it is said, resembled the *"Cloud"* in general appearance, "but her ends were a trifle sharper." She was less loftily sparred, but some of her upper yards were more nearly square. When McKay put her in the water, he referred to her as his "fastest ship." The New York HERALD (October 12, 1852) said of the "Boston clipper" *Flying Fish* (Captain Nickels), then lying at a New York slip taking cargo for San Francisco, "She is of similar model to the celebrated clipper ship *Flying Cloud* and both constructed by the same builder, but has sharper ends, and it is stated to be the sharpest vessel he ever launched." The press announced that at the launching of the *Flying Fish,* McKay commented on the fact that the vessel being put in the water was entirely his work both in design and construction and publicly declared, "This is my fastest

ship." Boston writers elaborated on the statement and said, "McKay's new model is sharper and will be faster than any ship afloat." Sampson & Tappan gave McKay a free hand in the design and building of the *Flying Fish,* but later criticized the model as "too sharp-ended and not full enough to carry enough freight to pay her way."

The maiden voyage of the *Flying Fish* resulted in a historic race with the new and much smaller clipper *Swordfish,* which was of 1,036 tons and had been launched by W. H. Webb, New York, the same month as Donald McKay's clipper. The *Flying Fish* was 469 tons larger than the *Swordfish,* and both ships had been ordered by their owners with the China and Cape of Good Hope rather than the California and Cape Horn trade primarily in mind. The *Flying Fish,* on her first voyage, with Capt. Edward C. Nickels (an old packet master) in command, left Boston in tow about noon on November 6, 1851, and at 6:00 P.M., February 14, 1852, anchored off the Golden Gate, 100 days 6 hours out. She entered San Francisco Bay the following day and completed a passage of 101 days, port to port. The ship made 1,194 miles the first four days out (an average of 298½ miles per day and 12.4 knots), 2,982 miles for the first fourteen days (an average of 213 miles per day and 8.9 knots), and 3,724 miles during the first nineteen days under canvas (an average of 196 miles per day and 8.2 knots). She was at 50° S. Atlantic 45 days out, passed Cape Horn four days later, was at 50° S. Pacific on the 54th day, and crossed the equator 77 days out. It is said that eleven days later, on the 88th day of the passage, she was "just a thousand miles from the Golden Gate," following which she experienced what so many other sailing vessels have encountered in the same waters both before and since the voyage of the *Flying Fish,* "light winds and calms."

The following record gives the performance of every clipper ship (and reputed clipper) that sailed from an East Coast North Atlantic port for California during the fifty-eight-day period from October 12 to December 9, 1851, inclusive. The actual sailings were seven in number and covered the twenty-five-day period from the departure of the *Reindeer* from Richmond, Va., on October 26 (eleven days before the *Flying Fish* sailed) to the sailing from Boston of the *Northern Light* on November 20 (following by just two weeks the departure of the *Flying Fish* from that port).

Name of Vessel, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1852	Length of Passage in Days	
			Port	Date 1851		Port to Port	Claimed
REINDEER; 1849; 800	Lord	Donald McKay, East Boston	Richmond, Va.	Oct. 25	Mar. 22	148	"About 142 days" (via Valparaiso)
CELESTIAL; 1850; 860	Palmer	W. H. Webb, New York	New York	Nov. 1	Feb. 17	108	106
FLYING FISH; 1851; 1,505	Nickels	Donald McKay, East Boston	Boston	Nov. 6	Feb. 15	101	100 days 6 hours to Bar
VERSAILLES	Knowles		Boston	Nov. 7	Mar. 24	138	138
A reputed "half" clipper, but evidently a rather full and heavily sparred ship.							
SWORDFISH; 1851; 1,036	Babcock	W. H. Webb, New York	New York	Nov. 11	Feb. 10	91	90 days 18 hours to port
THOMAS WATTSON; 1848; 349	Lyle	C. Goodwin & Co., Baltimore	Philadelphia	Nov. 19	Mar. 16	118	118
NORTHERN LIGHT; 1851; 1,021	Loring	E. & H. O. Briggs, South Boston	Boston	Nov. 20	Mar. 8	109	109

On these passages, the 860-ton Webb-built *Celestial* beat the 800-ton McKay-built *Reindeer* by forty days, port to port, and the relatively big and highly publicized 1,500-ton "McKay speeder" *Flying Fish* was defeated by the 1,000-ton Webb China clipper-packet *Swordfish* by ten days. The *Swordfish* sailed from New York on November 11, 1851, five days after the *Flying Fish* had left Boston. Cutler writes that this was a "premeditated race that had been anticipated for many weeks." It was Boston against New York and Nickels against Babcock, with the betting odds on Boston, for the *Flying Fish* was a "racing vessel" and the *Swordfish* "rather full in her model lines for an extreme clipper." Of great importance and suggesting that a handicap of several days be given the New York ship—if the race was to be equally fair to each contestant—was the fact that the *Flying Fish* was over 45 per cent bigger than the *Swordfish* (37½ ft. longer, 3 ft. beamier, and 2 ft. deeper). Cutler writes,

"Probably no two ships ever left port with masters more thoroughly keyed up to the task in hand or with a better appreciation of what was expected of them by their respective supporters." The *Flying Fish* had the benefit of strong, fair winds to the Atlantic equator and led her rival by nine days at the line. From that point on, the *Swordfish* gained on the larger vessel. At the Horn, she was only four days behind, having sailed the entire Atlantic stretch in one day faster time than the McKay clipper. The *Swordfish,* running up the Pacific, steadily gained on the *Flying Fish,* made the run from the Cape to the equator in five days less time than the bigger vessel, passed her on the way, and led by a full day at the line. This lead the New York ship continued steadily to increase. She reached the Golden Gate four and a half days ahead of the *Flying Fish,* having made the passage in nine and a half days less time. The official time for the length of the passage of each of the two clippers, according to the ship logbooks, was: *Swordfish,* 90 days 18 hours from Sandy Hook to San Francisco; *Flying Fish,* 100 days 6 hours from Boston to anchorage outside the Golden Gate. (The actual times, port to port, were generally accepted as 91 and 101 days, respectively.) The *Swordfish,* commencing the passage five days after the *Flying Fish,* reached San Francisco five days ahead of the McKay clipper.

According to Capt. David S. Babcock, of Stonington, Conn., the *Swordfish* at the end of 89 days "was within 100 miles of San Francisco, or 140 miles less than the *Flying Cloud* on her first passage"—reported as 89 days 21½ hours and an 89-day run. Captain Babcock further wrote on May 18, 1853, referring to the *Swordfish's* complete voyage (around the world) of 1851-1852, "The time of the *Swordfish,* say 91 days to San Francisco, 46 from thence to China, and 89 from China home (against the monsoon), has never been equalled, and if the size of the ship is taken into consideration, her passage to California is ahead of any other." In an analysis of sailing performances of different ships, proper consideration should be given to the fact that the *Flying Fish* was 469 tons, or 45 per cent, larger than the *Swordfish* and the *Flying Cloud* was 746 tons, or 72 per cent, larger than the fast Webb-built clipper. Size was of material benefit to any sailing vessel when rounding the Horn and in the South Atlantic or South Pacific on the westbound passage to California.

The time required for the *Flying Fish* and *Swordfish*—the two contestants of the historic race—to cover each of the five prime sections of the course is stated herewith, together with the length of passage from port of departure, at the conclusion of each geographic division of the passage:

	Port to Equator—Atlantic	Equator to 50° S. Atlantic	50° S. Atlantic to 50° S. Pacific	50° S. to Equator—Pacific	Equator—Pacific to San Francisco	Total Passage Port to Port
	Days	*Days*	*Days*	*Days*	*Days*	*Days*
FLYING FISH	19	26	9	23	24	101
SWORDFISH	23	22	8	18	20	91

	Port to Equator—Atlantic	Port to 50° S. Atlantic	Port to 50° S. Pacific	Port to Equator—Pacific	Equator—Pacific to Port	Total Passage Port to Port
FLYING FISH	19	45	54	77	101	101
SWORDFISH	23	45	53	71 —	91	91

Actual Position in the Race between the Two Contestants with Due Regard to a Difference of Five Days in Date of Departure

	Equator—Atlantic	50° S. Atlantic	50° S. Pacific	Equator—Pacific	Arriving San Francisco	Total Passage
FLYING FISH	9 days ahead	5 days ahead	4 days ahead			100 days 6 hours to Bar outside port
SWORDFISH				1 day + ahead	5 days ahead	90 days 18 hours to port

The *Flying Fish* continued her first voyage by sailing from San Francisco to Manila in 51 days and left that port on May 17, 1852. She reached New York on September 17, making the final leg of the journey around the world, under adverse sailing conditions, in 123 days (93 days from Anjer). Upon her return home, it was evident that the builder, owners, and Boston marine propagandists "had soured" on the *Flying Fish* and were concentrating their praise on the *Flying Cloud,* which had established a 90-day record (claimed 89 days and 21 hours) on the westbound passage to California.

This was 6¾ days better than the fast maiden run of 96 days 15 hours of the *Surprise* (1,261 tons) and, what was of more importance, "about a day [21 hours] faster" than the great run made by the New York-built *Swordfish* (1,036 tons) when she beat the *Flying Fish* by 10 days.

On her second voyage, the *Flying Fish* rehabilitated herself somewhat in public favor, for on the outward run to California, she defeated all of the many other fast clippers of the first rank that departed from East Coast North Atlantic ports within a week or two of her and were referred to as contestants in a great race to the Golden Gate; neither the *Swordfish* nor the *Flying Cloud,* however, was among them. That the *Flying Fish* was an unusually fast ship when sailing conditions were favorable—both wind and sea—is proved by the fact that on this her second passage westbound to California she participated in what has been called "The Great Deep-Sea Derby" and won first honors. Whereas her real competition could be considered only the ships that sailed within a week of her (i.e., before or after), which meant the three clippers *Northern Light, John Gilpin,* and *Queen of the Seas,* Matthew Fontaine Maury, "The Pathfinder of the Seas," considered the ships sailing from eastern ports between October 12 and November 13, 1852, as in the "race" (a period of thirty-three days—twenty days before and thirteen days after the sailing of the *Flying Fish*). He paid special attention to four of them—*Wild Pigeon, John Gilpin, Flying Fish,* and *Trade Wind.* However, eleven clippers —and not only these four—cleared eastern ports and pointed for San Francisco between the dates stated. Details of this "race" and a comparison of the passages of the fifteen clippers sailing between October 12 and November 17, 1852, are given in the section covering the ships owned by Olyphant & Company, New York, owner of the *Wild Pigeon.*

The *Flying Fish,* with the honor gained by her victory in the "Cape Horn Derby," continued her second voyage around the world by making a splendid passage of 40 days from San Francisco to Manila. Leaving there May 6, 1853, she ran home to Boston in 107 days (79 days from Anjer).

Sailing from Boston September 20, 1853, on her third voyage, the *Flying Fish* definitely established a series of early fall annual sailings for California, which continued throughout her sea life. All of her last five sailings for San Francisco originated in Boston between September 12 and October 4 in the years 1853-1857 inclusive, and four of the five were in September. (Her maiden voyage had commenced on November 6 and her second voyage October 31, also from Boston.) Her third passage to the Golden Gate was not made in as good time as her two earlier runs or as her lifetime average of seven runs between the same ports. However, it was a very good passage, considering the sailing conditions experienced, and shows up well in comparison with other clipper ship sailings covering a period of some two weeks before and two weeks after the departure of the *Flying Fish,* as the following record of all such passages shows:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Port to Port	Claimed
WILD PIGEON; 1851; 996	Hanson	George Raynes, Portsmouth, N.H.	New York	Sept. 5	Jan. 11	128	126
WINGED ARROW; 1852; 1,052	Bearse	E. & H. O. Briggs, South Boston	Boston	Sept. 11	Jan. 15	126	126
OCEAN PEARL; 1853; 847	Sears	Joshua Magoun, Charlestown, Mass.	Boston	Sept. 12	Jan. 25	135	135
JACOB BELL; 1852; 1,381	Kilham	A. C. Bell, New York	Phila-delphia	Sept. 14	Jan. 14	122	122
FLYING FISH; 1851; 1,505	Nickels	Donald McKay, East Boston	Boston	Sept. 19	Jan. 11	114	113
SKYLARK; 1853; 1,209	Henry	James M. Hood, Somerset, Mass.	New York	Sept. 19	Jan. 15	118	117
MORNING LIGHT (of Philadelphia); 1853; 938	Johnson	William Cramp, Philadelphia	Phila-delphia	Sept. 26	Feb. 9	136	136
N. B. PALMER; 1851; 1,399	Low	Westervelt & Mackey, New York	New York	Sept. 27	Jan. 26	121	121
BALD EAGLE; 1852; 1,704	Caldwell	Donald McKay, East Boston	New York	Oct. 1	Jan. 25	116	115

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Port to Port	Claimed
KINGFISHER; 1853; 1,286	Crosby	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 3	Jan. 25	114	114
MORNING LIGHT (of Boston); 1853; 1,713	Knight	Tobey & Littlefield, Portsmouth, N.H.	Boston	Oct. 3	Feb. 11	131	131

On this passage, the *Flying Fish* passed through the Straits of Le Maire in company with the *Skylark* and *Onward* and reached the Golden Gate four days and fourteen days, respectively, in the lead. Howe and Matthews say that the *Flying Fish* sailed from Boston on September 20, 1853 (one day later than stated in the table) and was "113 days to San Francisco," experiencing very light winds throughout the passage. The abstract log substantiates the statement of unfavorable sailing conditions, for the best day's run was only 260 miles (10.8 knots), and for twenty-seven days she averaged under 100 miles per day (about 4 knots); when 101 days out, however, she was reported as 600 miles from the Golden Gate.

From San Francisco, the *Flying Fish* went to Manila in 42 days, sailed April 2, 1854, and arrived off Boston Light July 19, 108 days from Manila (109 days to port) and 79 days from Anjer (80 days to port). The two clippers *Wild Pigeon* (996 tons) and the *Sweepstakes* (1,735 tons), which sailed a close race from the Golden Gate to Whampoa and from there to Sandy Hook, left Anjer together on May 4, 1854, three days behind the *Flying Fish*. When 16 days out, the *Sweepstakes,* having had better wind, caught up with the *Flying Fish*. As the *Wild Pigeon* was in the vicinity, these three clippers had the excitement of a race to port that occupied two months. Historians tell us that the *Wild Pigeon* and *Sweepstakes* sailed "a dead heat" from Anjer to New York and arrived in company with the *Flying Fish,* "which had passed Anjier four days ahead of them, and all had fallen in with each other on more than one occasion on the passage." Records show that the *Wild Pigeon* reached New York July 19, the *Sweepstakes* a day later (July 20), and the *Flying Fish* was on the pilot ground July 19 and at her dock July 20.

Capt. George E. Lane of the big clipper *Sweepstakes* (built by Daniel & Aaron Westervelt, of New York, in 1853), in his log of May 21, 1854, wrote: "At 9:40 P.M. came up with and spoke clipper ship *'Flying Fish'* 48 days from Manilla for Boston . . . at 12 meridian the F.F. 5 miles astern bearing E by N by compass. She is a fast ship, we dont beat her much. Have passed everything else easy." At this time, the *Flying Fish* was deeply laden with hemp and sugar, whereas the *Sweepstakes* and *Wild Pigeon* were floating much lighter and were in fine trim and of good draft to show speed with their cargoes of tea. Captain Lane, in his log, ignores the fact that the *Wild Pigeon* (Captain Hanson) had run his ship a practically even race across the Pacific. The *Sweepstakes,* because of her size, was a trifle faster in strong breezes, with the advantage lying with the much smaller *"Pigeon"* in light airs; moreover, in the run from Whampoa home, the *"Pigeon,"* sailing three days behind the *Sweepstakes,* overhauled her big rival after twenty-two days of sailing and then ran even with her to Anjer. From the time that the *Sweepstakes, Wild Pigeon,* and *Flying Fish* got in company in the Indian Ocean, the three clippers sailed a very even race during the sixty days of the run home. The *Sweepstakes,* in her match with the *Flying Fish,* did not "beat her much," but each arrived in port at virtually the same time—and each ship claimed a victory. Indeed, the *Sweepstakes* claimed that she had "sailed a dead heat with the *Wild Pigeon,* both arriving the same day, 76 days from Anjier." This is obviously untrue, as the log of the *"Pigeon"* states that she took her pilot off the Jersey Highlands at 3:00 P.M., July 18, 74 days from Anjer, and reached New York the next day; whereas the log of the *Sweepstakes* shows that she anchored off Sandy Hook on July 20, although the New York papers stated that she reached New York that day, one day behind the *Wild Pigeon.*

On the next and last four voyages of the *Flying Fish,* the first lap continued to be a sailing (around September of each of the years 1854, 1855, 1856, and 1857) from Boston westbound around Cape Horn to San Francisco. On all of these passages to the Golden Gate, the *Flying Fish* outsailed all competitive clipper ships that cleared any eastern port about the same time or during a period of several weeks before and after her sailing. The following record shows the sailing perform-

ance of the *Flying Fish* on her last four Cape Horn passages in relation to that of all clipper ships sailing at approximately the same season:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Port to Port	Claimed
Voyage No. 4							
				1854	*1855*		
JANE FALKENBERG (bark)	Falkenberg	A "half" clipper—not generally classified as a clipper.	Boston	Sept. 6	Jan. 2	118	118
WILD PIGEON; 1851; 996	Hanson	George Raynes, Portsmouth, N.H.	New York	Sept. 17	Jan. 29	134	134
FLYING FISH; 1851; 1,505	Adams	Donald McKay, East Boston	Boston	Sept. 20	Jan. 10	112	109 (106 net)
WILD RANGER; 1853; 1,044	Sears	J. O. Curtis, Medford, Mass.	New York	Sept. 22	Jan. 26	126	125
HUSSAR; 1852; 721	Winsor	G. W. Jackman, Newburyport, Mass.	New York	Oct. 11	Feb. 23	135	135
Voyage No. 5							
				1855	*1856*		
JOHN STUART; 1851; 1,654	Chamberlin	Perrine, Patterson & Stack, New York	New York	Sept. 4	Jan. 16	134	134
BLACK WARRIOR; 1853; 1,828	Murphy	Austin & Co., Damariscotta, Maine	New York	Sept. 6	Jan. 8	124	124
FLORA TEMPLE; 1853; 1,916	Meyers	James Abraham, Baltimore	New York	Sept. 8	Feb. 19	164	163
FLYING FISH; 1851; 1,505	Nickels	Donald McKay, East Boston	Boston	Sept. 12	Dec. 27, 1855	106	105
SKYLARK; 1853; 1,209	Dow	James M. Hood, Somerset, Mass.	New York	Sept. 19	Feb. 13	147	145
FLYING EAGLE; 1852; 1,004	Bates	William Hitchcock, Newcastle, Maine	New York	Sept. 20	Jan. 21	123	120
Voyage No. 6							
				1856	*1857*		
GALATEA; 1854; 1,041	Barber	J. Magoun, Charlestown, Mass.	New York	Sept. 29	Jan. 28	121	119 (also 116)
FLYING FISH; 1851; 1,505	Nickels	Donald McKay, East Boston	Boston	Oct. 4	Jan. 19	107	106
EDWIN FORREST; 1853; 1,141	Crocker	D. D. Kelly, East Boston	New York	Oct. 11	Feb. 25	137	132
HARVEY BIRCH; 1854; 1,482	Nelson	Irons & Grinnell, Mystic, Conn.	New York	Oct. 16	Mar. 3	138	138
WEST WIND; 1853; 1,071	Hatch	Joshua T. Foster, Medford, Mass.	Boston	Oct. 19	Mar. 2	134	134 (stated also 124 and 122 net)
Voyage No. 7							
				1857	*1858*		
KIT CARSON; 1855; 997	Dillingham	Shiverick Bros., East Dennis, Mass.	New York	Sept. 11	Feb. 11	153	147
FLYING FISH; 1851; 1,505	Nickels	Donald McKay, East Boston	Boston	Sept. 28	Jan. 20	114	114
SANTA CLAUS; 1854; 1,256	Foster	Donald McKay, East Boston	New York	Oct. 8	Feb. 21	136	128
BOSTONIAN; 1854; 1,100	Burnham	Boston, Mass.	New York	Oct. 17	Mar. 4	138	138

On her fourth voyage, the westward Cape Horn run of the *Flying Fish* was made under the command of Captain Adams. Whereas the date of arrival at San Francisco, January 10, 1855, is unquestioned, the departure date from Boston is somewhat obscure. Captain Adams reported, "Light winds most of the passage; crossed the equator in Pacific 92 days out and was at the Farallons 14 days later, where we were detained three days by fog, entering Golden Gate 109 days out and after 106 sailing days; had skysails set for 95 days of the passage." Off Cape Horn, when 57 days out, the "rudder head was twisted off," and "steering tackles were rigged" to complete the voyage. Captain Nickels resumed command of the ship at San Francisco and remained in her until her end at the close of 1858. Continuing her No. 4 voyage, the *"Fish"* ran to Manila in 57 days, thence to Batavia and Padang, from which port she sailed May 20, 1855, and made the run home (Boston) in 86 days.

On Voyage No. 5, the *Flying Fish* was 25 days from Boston Light to the line and 25 days to 50° S. Atlantic (50 days out), took 19 days rounding the Horn, and was at 50° S. Pacific 69 days out. She ran to the Pacific equator in 20 days (89 days out) and was 16 days from the line to pilot grounds off the Golden Gate, completing a passage of 105 sailing days (106 days, port to port). Continuing, the *"Fish"* sailed to Manila and Padang and had a very bad passage home to Boston. On June 25 the rudder post broke, and she carried short sail on the remainder of the passage, reaching Boston on August 22, 1856, after a passage of 95 days.

On her next voyage (No. 6), the *Flying Fish,* leaving Boston October 4, 1856, had a light-weather passage to the Golden Gate, taking 28 days from Boston Light to the line. She was at the Pacific equator 88 days out and off the Farallones after a sea run of 106 days. Sailing from San Francisco February 5, 1857, the ship lost her rudder when 90 miles offshore and, with a jury rig, beat back to port for repairs against a strong northeaster. She arrived February 10 and resumed her voyage on February 22 after only twelve days in port and a total delay of seventeen days. She made a good transpacific crossing of 43 days to Manila, arriving there April 6 and sailing April 29 for home. On this passage, the ship made a fine run of 24 days across the Indian Ocean from Anjer to Algoa Bay, when she encountered adverse sailing conditions. The *"Fish"* touched at St. Helena on July 17 and arrived at Boston on August 24, 1857, 117 days from Manila, 91 days from Anjer, 48 days from the Cape of Good Hope, and 38 days from St. Helena.

The seventh and last voyage and Cape Horn westward passage to California of the *Flying Fish* commenced with the sailing from Boston on September 28, 1857, and an arrival at San Francisco on January 20, 1858, after a run, port to port, of 114 days. She experienced unfavorable conditions in the North Atlantic and was 33 days running from Boston Light to the line. She sailed from the Atlantic equator to the Pacific equator in 58 days and ran from the line to the Golden Gate in 22½ days, not being benefited on any part of the voyage by good strong winds. The ship then made a round trip between San Francisco and Hong Kong and, during the return passage, made a record run of 12 days from 170° E. to port. Making a second westbound transpacific crossing to Hong Kong, the *Flying Fish* loaded tea at Foochow and proceeded to sea November 23, 1858, bound for New York. In the dangerous waters of the River Min (which has seen the loss of many fine ships), the *"Fish"* ran into bad luck. The wind changed, causing the ship, with no tug to help her, to beat against it in narrow water. On the third tack, the ship, which was noted for her handiness, "failed to come around," and Captain Nickels tried to anchor. The first anchor to be let go "fouled and hung under the bow"; the second, and main, bower was dropped, but "after 20 fathoms had run out, the chain fouled in the hawse pipe, and the anchor failed to bring her up." The *Flying Fish* drifted on a sand bank and, after being unmercifully pounded by a very heavy swell, started to break up. After two days, the ship was got off the bottom and her cargo discharged. A survey showed, however, that the hull was very seriously damaged. She was condemned and sold for salvage, and this was the end of the *Flying Fish,* a famous and historic vessel of the American merchant marine. Her sailing record for seven years, as far as uniform fast passages and regularity of service are concerned, is unsurpassed in the annals of sail and reflects great credit upon the ship's builder, commander, and operating owners. In six years, the *Flying Fish* made six voyages around the world, all westbound by way of San Francisco and the Philippines. The average total length of the three complete passages was 258 days and varied from 239 days (Voyage No. 2) to 275 days (Voyage No. 1). Her last completed voyage (No. 6) was made in

267 days, or eight days less than her first. All her seven voyages originated at Boston except No. 2, which started at New York on October 31, 1852.

The average length of the seven westbound Cape Horn passages of the *Flying Fish* was only 106½ days, port to port, and the claimed average length of the runs at sea was some 105 to 105½ days. (Some records show 739 days and others 736 days for the total length, pilot ground to pilot ground, of seven consecutive passages.) It was the proud boast of Captain Nickels that during the seven years that he sailed her (the entire sea life of the vessel excluding the one passage from Boston to San Francisco when Captain Adams was in command), "the ship had never been crawled up to and passed" by any vessel propelled by sail. Howe and Matthews, the Boston marine historians, write: "As the *Flying Fish,* on all of her outward as well as homeward passages, left port during seasons unfavorable for fast runs, her record is phenomenal. The average of her seven Cape Horn runs to San Francisco is 105-4/7 days. . . . Her average time to the line is 26-3/7 days, and in each of the seven instances, her run is the fastest quoted in Lieutenant Maury's tables for that particular month." Other average lengths of the seven runs over the various sections of the Cape Horn westward course from an East Coast port (Boston or New York) to San Francisco have been computed from the ship's logs as follows:

Section of Course	Length of Run in Days		
	Average	Shortest	Longest
From port of departure to pitch of Cape—total Atlantic run	54-5/7	49	60
From pitch of Cape to San Francisco—total Pacific run	49-5/7	41	61
From port of departure to Pacific equator	85-6/7	74	92
From Atlantic equator to Pacific equator	59-3/7	52-1/2	64
From Pacific equator to San Francisco	19-5/7	16	23

Whereas the *Flying Fish* was condemned and sold and, as such, passed out of existence in the winter of 1858-1859, the hull of the famous ship, bought "for a song" by a Manila mercantile firm for salvage, was deemed "too good to break up." She was, therefore, taken to Whampoa and repaired "after a fashion." Her rig was cut down, and she was cheaply operated. As *El Bueno Suceso,* the ship was engaged in trade between Manila and Spain; she is reported to have foundered during a severe typhoon in the China Sea.

The third and last of the three fast clipper ships—the *Westward Ho* of 1,650 tons—built by Donald McKay for Sampson & Tappan was launched from the East Boston yard on September 24, 1852, a year after the *Flying Fish* and twenty-one and a half months after the *Stag Hound,* the first of the famous trio, had entered the water. The name of the last of this trio of clipper ships was selected by the owners from the work of Charles Kingsley, who wrote WESTWARD HO! to commemorate Britain's glory when the British enterprise and empire were expanding during the reign of Queen Elizabeth. It was a distinctly appropriate name for a United States ship following the discovery of gold in California and the expansion of a relatively young country west to the Pacific Coast. The prominence given the *Westward Ho* by her builder was lessened by the fact that this Sampson & Tappan ship was put overboard only three months after McKay's big *Sovereign of the Seas,* which had been constructed for the builder's account with borrowed money and was then unsold. McKay and his backers' propaganda machine were concentrating their publicity work on the ship that was for sale, using the performance of the *Flying Cloud,* the Cape Horn record-holder, as an illustration of how McKay ships would sail, and paying but little attention to the performance and advertising of the Sampson & Tappan ships. Moreover, in ordering the *Westward Ho,* the owners had insisted upon having some of their own and their shipmaster's ideas worked into the model and rig. They wanted, it is said, a sharp-ended ship with the greatest beam well forward of midships, less rake to the masts than was being given other clippers, and not so lofty a sparred ship as McKay's *Flying Cloud* and *Flying Fish,* but with more nearly square royal and skysail yards and more canvas on the foremast. It is evidently not true that there were some unpleasant sessions between the owners and McKay during the building of the *Westward Ho.* Even though Sampson & Tappan gave McKay no further orders for ships, the firm did purchase, three months after the *Westward Ho* was launched, the big clipper *Winged Racer* (1,767 tons) from Seccomb & Taylor, for whose account the ship had been built by Robert E. Jackson and launched from his East Boston yard in November 1852. That Sampson & Tappan felt friendly

toward Donald McKay as late as the spring of 1856 (some three and two-third years after the launching of the *Westward Ho*) is evidenced by a letter of recommendation and endorsement that the Boston shipping firm handed to McKay when the East Boston shipbuilder, keenly feeling the depression and hoping to interest British shipowners in the product of his yard, made a transatlantic crossing "to drum up trade." This journey abroad brought him no orders to build more ships for Britain, but Sampson & Tappan's letter of May 6, 1856, addressed to Donald McKay is of interest:

> Understanding that you propose embarking tomorrow on the steamer for England, we take great pleasure in giving you this line to say that we have had built under contract with you the clipper ships *Stag Hound, Flying Fish,* and *Westward Ho!* amounting to four or five thousand tons—that the contracts on your part were most satisfactorily carried out, that the ships have performed equal to any ever built, have always discharged their cargoes in fine order and reflect great credit on your skill and thoroughness as a shipbuilder. Were we to build tomorrow there is no man in the New England States we should so soon contract with as yourself, feeling assured that we should get a superior ship, be most honorably dealt by & have on your part a liberal fulfilment of the contract.

Capt. Edward Nickels of the *Flying Fish* was slated to be put in command of the *Westward Ho,* but for some unstated reason a Captain Graves was reported as in charge, and he was displaced before sailing by Captain Johnson. The owners were evidently disappointed at the sailing performance of the *Westward Ho* on her first passage around Cape Horn to San Francisco, for both they and McKay had publicly boasted that their new clipper would make "a run of 100 days or less on her maiden voyage to San Francisco." As before stated, this new clipper was one of the reported contestants in the so-called "Deep-Sea Derby," or California "sweepstakes," of October 1852-March 1853. As a matter of fact, sailings from East Coast ports scattered over a period of more than five weeks were, at best, a race between certain groups of vessels sailing about the same time and experiencing similar conditions of wind, sea, and currents. The *Westward Ho* sailed from Boston on October 16, 1852, only twenty-two days following her launching, and was pitted against three fast clippers—*Wild Pigeon, Flying Dutchman,* and *Dauntless*—all of which sailed (the first two from New York and the last from Boston) between the 12th and 16th, but no other clipper cleared an East Coast port for California until twelve days later (October 28), when the *Northern Light* sailed. It was generally felt by the marine fraternity that probably the fastest vessel to sail during the period given particular emphasis and publicity by Lieutenant Maury (i.e., October 12-November 13, 1852) was W. H. Webb's *Flying Dutchman,* and she proved to be a splendid, speedy ship. A comparison between the sailing performance of the four clipper ships starting their passage between October 12 and 27 is given herewith:

Name of Clipper	Departure	Arrival	Length of Passage in Days: Port to Port	Length of Passage in Days: Claimed "Net"
WILD PIGEON	Oct. 12	Feb. 7	118	118
FLYING DUTCHMAN	Oct. 15	Jan. 27	104	103
DAUNTLESS	Oct. 15	Feb. 12	120 via Valparaiso	116
WESTWARD HO	Oct. 16	Jan. 31	107	103

It would seem that the *Westward Ho* performed very creditably on this passage, but evidently she disappointed both owners and builders, and at the completion of the voyage, Captain Hussey relieved Captain Johnson. Although the *Westward Ho* and *Flying Dutchman* left port within a day of each other, they experienced very different sailing conditions throughout the voyage. The *Westward Ho,* sailing from Boston, had poor winds to the line, whereas the *"Dutchman,"* leaving New York a day earlier, enjoyed favorable breezes and made good time to the Cape. The ships had severe weather around the Horn, and the *"Dutchman,"* arriving there first, took 30 days to sail from 50° S. Atlantic to 50° S. Pacific as against 13 days for the *Westward Ho.* (The more fortunate *Flying Fish,* arriving off the Horn later, traversed this part of the course in only 7 days.) Up the Pacific, the *Flying Dutchman* did some wonderful sailing under ideal conditions, running from 50° S. to the equator in 19 days and, with favorable winds all the way, made the Golden Gate in 16 days from the line—a total of 35 days from 50° S. to San Francisco. The *Westward Ho* ran

from 50° S. to the equator in 23 days, not getting as good breezes over this part of the course as the *"Dutchman"* enjoyed. North of the line, the Boston clipper was catching up with the New York-built ship, but a difference of a few hours' time in passing a certain point resulted ultimately in a difference of four days in the time of arrival. After a splendid run of 15 days by the *Westward Ho* from the equator to the Farallones, where she arrived on January 27, the wind died down and a thick fog set in just about the time that the *Flying Dutchman,* clear of these atmospheric handicaps, was passing through the Golden Gate.

Captain Johnson of the *Westward Ho* claimed a passage of 103 net sailing days for his ship. Capt. Ashbel Hubbard of the *Flying Dutchman* reported touching at Rio de Janeiro en route, with a delay of about a day due to deviation from the course, which made the net time for his ship 103 days—the same as claimed for the *Westward Ho.* The net time claimed for the *Dauntless* and *Wild Pigeon* was thirteen and sixteen days longer, respectively. Another interesting fact is that while the *Westward Ho* was waiting becalmed and in the fog for four days off the Farallones, the *Flying Fish* came racing north with a stiff breeze. When the weather cleared and the *Westward Ho* could make port, the wind that made it possible for her to enter the Golden Gate brought the *Flying Fish* up to the Heads, and she—without experiencing any delay—sailed into San Francisco Bay on January 31, 1853, within a few hours of the *Westward Ho.* By sheer good luck, the *Flying Fish* had an advantage of six days off the Horn, a week or so in the North Atlantic, and four days in the North Pacific over her owners' new clipper, which had sailed from Boston fifteen days before her. On this passage, the *Westward Ho* covered 376 miles in one day, which is an average speed of 15⅔ knots, and at times showed a spurt speed of 17 knots in a heavy favorable wind.

It has been said that the *Westward Ho,* on her 103-day passage from Boston to the pilot grounds off the Golden Gate, was "badly handicapped by a drunken captain." There was some confusion in Boston in regard to the command of the *Westward Ho,* for Capt. Edward Nickels, who was making a great record with the clipper *Flying Fish,* the property of the same owners, was expected to take over the new ship. He was evidently reluctant to do so, as he said that he was "well settled and comfortable on the *'Fish'* and well liked his command." As before mentioned, Captain Graves was then put in charge and at the last moment was evidently displaced by Captain Johnson, who made just the one outbound passage on the *Westward Ho* and was relieved of his command upon arrival at San Francisco. One of the passengers (an experienced seafaring man) on the Cape Horn run of the maiden voyage of the *Westward Ho* has written the following account of the passage:

> *Westward Ho* ought to have done the run in 90 days. The captain was a drunken beast and remained in his cabin for nearly the whole passage, boozing on his own liquor and that of the passengers from whom he could beg and at last broke out the fore hold in search of liquor and found some champagne cider on which he boozed the remainder of the passage. We were off the River Plate with a fair, strong wind headed east and north for several days until there was nearly a mutiny among the passengers. I finally told the mate to put her on her course, and we would back him up in any trouble. The captain never knew of any change; we lost at least ten days' time by such delays. At one time after passing Cape Horn, we were running about N. by W., wind S.S.W., long, easy sea, and wind strong under topgallant sails, and she was going like a scared dog, her starboard plank sheer even with the water, two men at the wheel, and they had all they could do to hold her on her course. One day she ran over 400 nautical miles—17 knots per hour—another day she ran 388 miles. The drunken captain was at once displaced in Frisco and the mate who had navigated from Boston placed in charge. He made the run to Manila in 31 days.

The *Westward Ho,* one of the fastest clippers ever built in the world and one of the very best of Donald McKay's product, never received the recognition that was her due. She was a consistent, rather than a spectacular, fast sailer, and most probably her master, Captain Hussey (who took the command after her first voyage and kept it as long as she flew the American flag), did not crave the limelight as much as most of his colleagues on other McKay-built clipper ships. Notwithstanding the claim that the owners had a good deal to say about the design and construction of the *Westward Ho,* which they certainly did not have with the *Flying Fish* or *Stag Hound* (or any of the other clippers that they owned), it is evident that the publicity given the victory of the *Flying Fish* in the California "sweepstakes" of 1852-1853 and the slower passage made by their latest ship, the *Westward Ho,* caused them to concentrate their boosting on the *Flying Fish* and look to her for their glory. The *Flying Fish's* best runs to the Golden Gate were her first two; the best runs of *Westward Ho* over the same course, however, were her last two passages. It was said by a

contemporary authority that of the three McKay-built Sampson & Tappan clippers, "the *Stag Hound* could sail fast under conditions suited to her, but she was a much inferior sailer to the *Flying Fish* and *Westward Ho* in deep-sea long-distance work." The two latest ships of the trio were described as "very fast clippers," with the *Flying Fish* acknowledged as not only an outstanding, speedy ship but also one "that probably had no superior when wind and sea were to her liking." However, it was added that neither the *"Hound"* nor the *"Fish"* was as reliable a performer on complete long passages as the *Westward Ho.*

The *Westward Ho,* having made poorer time—because of sailing conditions—than the *Flying Fish* on the passage to San Francisco, proved her quality by sailing from the Golden Gate to Manila in the fast time of 39 days and beating the *Flying Fish* one full day on the run. The *Westward Ho* continued on to Batavia, making a 29-day passage between the ports, and although she stopped at St. Helena, she reached New York 82 days out from Batavia.

Commencing her second voyage, the *Westward Ho* (Captain Hussey) sailed from New York November 14, 1853, and arrived at San Francisco after a passage of 105 days. The clipper ship *Eagle,* which had sailed ten days before her, had good sailing conditions throughout the voyage and made a very fast run of 104 days, but the *Westward Ho* encountered heavy gales off the Cape and was 18 days rounding the Horn. She ran from New York to the Atlantic equator in 24 days and from the Pacific equator to San Francisco in 18 days. On this passage, the *Westward Ho* beat the only two clippers that sailed within eight days of her—the *Syren* and the *Don Quixote*—by twenty-nine and twenty-one days, respectively. The following record gives all clipper ship sailings from East Coast Atlantic ports for California during the forty-one-day period October 20 to November 30, 1853, inclusive:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Port to Port	Claimed
RINGLEADER; 1853; 1,156	Matthews	Hayden & Cudworth, Medford, Mass.	Boston	Oct. 20	Feb. 8	111	110
MATCHLESS; 1853; 1,033	Potter	Isaac Taylor, Chelsea, Mass.	Boston	Oct. 20	Feb. 8	111	109
			First sailed Sept. 6; was dismasted and put back to Boston for repairs.				
GOLDEN CITY; 1852; 810	Canfield	J. A. Westervelt, New York	New York	Oct. 23	Feb. 8	108	108
SPITFIRE; 1853; 1,520	Arey	James Arey & Co., Frankfort, Maine	Boston	Oct. 24	Feb. 20	119 via Rio de Janeiro	100
CYCLONE; 1853; 1,109	Ingersoll	E. & H. O. Briggs, South Boston	Boston	Nov. 2	Feb. 24	114	114
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, New York	New York	Nov. 4	Feb. 16	104	104
WESTWARD HO; 1852; 1,650	Hussey	Donald McKay, East Boston	New York	Nov. 14	Feb. 27	105	105
SYREN; 1851; 1,064	Allen	John Taylor, Medford, Mass.	New York	Nov. 16	Mar. 30	134	131
DON QUIXOTE; 1853; 1,429	Nott	Samuel Lapham, Medford, Mass.	Boston	Nov. 22	Mar. 28	126	126
DASHING WAVE; 1853; 1,180	Fisk	Fernald & Pettigrew, Portsmouth, N.H.	Philadelphia	Nov. 26	Mar. 28	122 via Valparaiso	118
CORINGA; 1851; 777	Bates	Jotham Stetson, Medford, Mass.	New York	Nov. 30	May 4	155	150
LIGHTFOOT; 1853; 1,996	Pierce	Jackson & Ewell, East Boston	New York	Nov. 30	Mar. 25	115	114

From San Francisco, the *Westward Ho* continued around the world, making a transpacific run, against adverse winds alternating with calms and light baffling air, of 87 days to Calcutta (70 days to Singapore) and a passage of 103 days thence to Boston. She circumnavigated the globe—for the second time in two years—in one year and twelve days, including detention at San Francisco, Straits Settlements, and India.

Voyage No. 3 commenced with the sailing of the *Westward Ho* from Boston on January 13, 1855, for San Francisco, where she arrived April 24, after a fine run of 100 days 18 hours and a reported "race," according to the press, with *Neptune's Car* and *Boston Light*. There could have been no race between the *Boston Light* and the other two ships, as that ship sailed some two weeks before them. All were very fast clippers, however, and each made a splendid passage, the respective time being: *Westward Ho,* 100 days 17 hours 40 minutes; *Neptune's Car,* 101 days 2 hours 20 minutes; *Boston Light,* 102 days 0 hours 30 minutes. America's three leading clipper ship designers were represented in this time contest of Cape Horn westbound passages, for whereas Donald McKay had designed and built the *Westward Ho,* the model and drawings of *Neptune's Car* had been furnished her Virginia builders by William H. Webb, of New York, and in the building of the *Boston Light,* E. & H. O. Briggs, of South Boston, had copied the model of the *Northern Light* (the all-time record-holder for an eastward passage from San Francisco to Boston), designed by Samuel H. Pook of Boston.

On this third westbound Cape Horn passage of the *Westward Ho,* the ship sailed by log 17,123 miles and averaged some 170 miles per day and about 7 knots. It was reported that she covered 14,034 miles from Boston Light to the equator, averaging 175½ miles per day and 7.3 knots. Her best day's run for the passage was stated as 315 miles, an average speed for twenty-four hours of 13⅛ knots, but she "frequently logged 16 knots." Whereas the *Westward Ho* and *Neptune's Car* sailed and arrived within about a day of each other and the *Westward Ho* reported a run of 23 days to the Atlantic equator and 80 days to the Pacific equator as against 24 days and 79 days, respectively, for *Neptune's Car,* the Boston clipper sailed a course very different from and longer than that of the Virginia-built ship and experienced more severe weather in the vicinity of the Cape. The *Westward Ho* required 12 days to round the Horn and lost four days to her competitor in the southern latitude. The following record gives the sailing performance of all the clipper ships that cleared East Coast ports for California during the thirty-seven-day period December 21, 1854-January 26, 1855:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1854	1855	Port to Port	Claimed
STILWELL S. BISHOP; 1851; 595	Shankland	William Cramp, Philadelphia	Philadelphia	Dec. 23	Apr. 29	127	127
BOSTON LIGHT; 1854; 1,154	Callaghan	E. & H. O. Briggs, South Boston	Boston	Dec. 30	Apr. 11	102	102 days 1 hour
				1855			
ELIZABETH F. WILLETS; 1854; 825	Sisson	Charles Mallory, Mystic, Conn.	New York	Jan. 12 (also stated Jan. 14 and 117 days)	May 10	118	118 days 3 hours
WESTWARD HO; 1852; 1,650	Hussey	Donald McKay, East Boston	Boston	Jan. 13	Apr. 24	101	100 days 18 hours
GREENFIELD*	Follansbee		New York	Jan. 14	May 7	113	110
NEPTUNE'S CAR; 1853; 1,616	Patten	Page & Allen, Portsmouth, Va.	New York	Jan. 14	Apr. 25	101	101 days 2 hours
SYREN; 1851; 1,064	Allen	John Taylor, Medford, Mass.	Boston	Jan. 23	June 4	132	132
HARRIET HOXIE; 1851; 678	Manwaring	Irons & Grinnell, Mystic, Conn.	Philadelphia	Jan. 24	May 31	127	127

The WHITE SQUALL, 1,119 tons, built by Jacob Bell, New York, in 1850, sailed from New York for San Francisco Dec. 22, 1854. She put back to New York for repairs and sailed again Feb. 17, 1855; was dismasted, put into Rio de Janeiro, and again returned to New York. After sailing from New York for the third time in an attempt to reach San Francisco, she put into Montevideo in Feb. 1856 and abandoned her efforts to round Cape Horn.

*The fast clipper bark GREENFIELD is famous for carrying the first grain cargo out of California.

Continuing her voyage, the *Westward Ho* left San Francisco on May 13, 1855, for Hong Kong and made a slow run of 61 days; in this "drifting match across the Pacific," the *Neptune's Car* obtained some measure of revenge and satisfaction. Being more favored by the wind, she made the crossing in 50 days. This was slow time but still eleven days better than that of the *Westward*

Ho, which was frequently becalmed and "barely moved for days at a stretch." The degeneration of the once aristocratic clipper ship trade was now in evidence, for the *Westward Ho,* not finding a cargo in China to enable her to continue a profitable run home around the Cape of Good Hope, loaded 800 Chinese coolies at Swatow and carried them to Callao for work on the Chincha Island Peruvian guano deposits. The *Westward Ho* arrived at Callao February 4, 1856, and did not sail for New York, with a cargo of guano, until June 12.

The last voyage made by the *Westward Ho* when sailing under the American flag—her fourth —commenced with a departure from New York on December 16, 1856, and the vessel anchored in San Francisco Bay on March 26, 1857, after another fast passage of 100 days from port to port. Captain Hussey reported a run to the Atlantic equator in 20 days, to the Pacific equator in 81 days, and from the line to San Francisco in 19 days; she was off the pitch of the Horn 51 days out.

The following record shows the sailing performance of all the clipper ships that sailed from an East Coast port during the twenty-eight-day period December 6, 1856-January 3, 1857:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1857	Length of Passage in Days	
			Port	Date 1856		Port to Port	Claimed
JOHN MILTON; 1855; 1,445	Harding	Fairhaven, Mass.	New York	Dec. 8	May 6	149	149
WESTWARD HO; 1852; 1,650	Hussey	Donald McKay, East Boston	New York	Dec. 16	Mar. 26	100	100
WILD ROVER; 1853; 1,100	Crowell	Austin & Hall, Damariscotta, Maine	Boston	Dec. 17	Apr. 24	128	126
REPORTER; 1853; 1,474	Howes	Paul Curtis, East Boston	New York	Dec. 24 (or Dec. 25)	Apr. 17	114 (113)	110
WEBFOOT; 1856; 1,091	Hedge	Shiverick Bros., East Dennis, Mass.	New York	Dec. 25 (or Dec. 26)	Apr. 23	119	118

The four following sailings, January 4 to 7 inclusive, averaged 118 days (maximum, 124 days; minimum, 108 days), but the departures from East Coast ports between November 13 and December 5, 1857, seven in number, resulted in unusually fast passages and averaged only 107 days (claimed 105½ days). The *Great Republic,* sailing eleven days ahead of the *Westward Ho,* reported a run of 92 days, and four of the seven clippers made passages of 102 days or better.

In the late summer of 1855, the *Westward Ho* had been required, because of depressed trade conditions, to enter the coolie and guano trade as did many of America's finest clippers. Because of overbuilding in the California Gold Rush boom, floating tonnage was available far in excess of shipping requirements, and in the fifties and sixties the California trade was only one way, with competition driving down the freight revenue on the fine-lined clipper ships that could not carry enough cargo per passage to make them pay. Upon the arrival of the *Westward Ho* at San Francisco March 26, 1857, it soon became apparent that she could obtain no "legitimate" cargoes for a homeward run, so Captain Hussey relinquished his command, and Captain Jones took the ship to Callao. The *Westward Ho* was so well liked by the Peruvians that they bought her for a fair price and sailed her under their flag. The new owner of record did not change her name, but her hailing port became Callao. Leaving Callao October 13, 1857, the *Westward Ho* ran to Hong Kong in 61 days, where she loaded Chinese coolies for Havana. Returning to Callao, the ship continued to make fast runs between China and Peru until she was destroyed by fire when at her moorings in the harbor of Callao on February 27, 1864.

The record of the *Westward Ho* in the California trade has been likened by certain competent authorities to that of the *Andrew Jackson,* the record-holder in that service both for a single run and the average time required for four, five, six, or seven consecutive passages. With a much fuller model than the *Westward Ho,* the *"Jackson"* was a medium clipper and was a better carrier and moneymaking ship. Neither the *Andrew Jackson* nor the *Westward Ho,* however, ever claimed to have made a "spurt" record over part of the course or a high record day's run. Both Captain Williams of the *Andrew Jackson* and Captain Hussey of the *Westward Ho* were skippers that shunned the limelight and disliked cheap publicity and anything that savored of boasting. It is possible that

their ships made some very smart runs on their passages, but they never advertised the fact. The masters of these fast clippers, which hold the record for consistently and uniformly fast deep-sea sailing on consecutive long completed voyages, concentrated on the time for the entire passage. They watched the wind, sea, spars and sails to make time—not for a day or between points but for the voyage; they devoted their thoughts and energies to getting their ships to their ports of destination in the shortest time and at a minimum of expense and to delivering the cargoes in the best possible physical condition.

The clipper ship *Nightingale* (1,066 tons), built by Samuel Hanscomb, Jr., at Portsmouth, N.H., in 1851, was designed for exhibition at the World's Fair at London. When the clipper appeared in Boston Harbor (July 21, 1851) for sale to satisfy creditors, litigation delayed her disposal, but following the public sale of the ship to satisfy certain mortgage claims, her symmetrical proportions and outlines attracted the attention of Sampson & Tappan, and this firm purchased her. She did not sail to London, but cleared instead for Sydney, Australia—a pioneer in the trade between East Coast Atlantic ports and Australia. In service on the Seven Seas, it was said, "she proved one of the very fastest sailers that ever plowed salt water." The long and remarkable career of the clipper *Nightingale* is covered elsewhere in this work. After the most varied or diversified career of any American-built clipper ship, in all trades and operating in all parts of the world and under many flags, the *Nightingale,* then a Norwegian-owned bark in the lumber trade, was abandoned on April 17, 1893, in heavy weather in the North Atlantic. She had had a long and eventful sea life of forty-two years when she foundered.

The *Winged Racer* (1,767 tons), the last and the largest of the Sampson & Tappan extreme clipper ships, was purchased from her owner, Seccomb & Taylor, of Boston, while the ship was being rigged, equipped and finished following her launching in November 1852 from the yard of her builder, Robert E. Jackson, East Boston, Mass. This ship, designed by Samuel H. Pook, was described as a handsome vessel, having "a long, sharp bow with slightly convex lines," and "in every way the beau ideal clipper." The *"Racer"* made three westbound Cape Horn passages to California as follows:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Port to Port	Claimed
No. 1	William Homan	New York	Dec. 12, 1852	Mar. 30, 1853 (off Bar Mar. 27)	108	105
No. 2	Francis Gorham	Boston	Jan. 25, 1854	May 23, 1854	118	118
No. 3	Francis Gorham	Boston	Feb. 3, 1855	June 2, 1855	120	119
No. 4	George Cumming	New York	Apr. 5, 1861	Aug. 10, 1861	127	127

On her maiden voyage, the *Winged Racer* ran to the Horn in 53 days, to the Pacific equator in 85 days, and was on the pilot grounds outside the Golden Gate after a fast run of 105 days. Captain Homan, on this passage, followed Maury's sailing directions, but reported that he could have saved "five days by going East of the Falklands." The New York-built clipper *Jacob Bell* (1,381 tons) sailed four days before the *"Racer"* and reached the pilot grounds thirteen days after her. The *Golden West* (1,441 tons) left Boston on December 12 (also stated as the 13th) and reached the Golden Gate twenty days behind the Sampson & Tappan clipper. The *Winged Racer* continued her voyage around the world, going from San Francisco to Manila in 52 days, thence to Batavia, from which port she made a fine run of 75½ days to Boston.

On her second voyage, the *"Racer's"* passage to San Francisco was lengthened by "15 days in heavy westerly gales" off the Horn; yet she beat the *Red Rover* (1,021 tons), which sailed three days before her, by four days and entered port in company with the Baltimore clipper *Seaman's Bride,* which had left New York two days before her. Continuing, the *"Racer"* went from San Francisco to Manila in 51 days and from there to Boston in 133 days (79 days from Anjer).

The *Winged Racer* covered the first half of her third westbound passage to California in wonderful time, reaching Cape Horn when only 45 days out, but here Dame Fortune frowned upon her, and because of "extremely unfavorable sailing conditions," the ship required 74 days to sail from the Horn to the Golden Gate. Another fast Pook-designed clipper, the *Herald of the Morn-*

ing (1,294 tons), took a different course in the run up the Pacific, and fortune favored her. Whereas the *"Racer"* and the *"Herald"* were within a day of each other approaching Cape Horn, Captain Baker of the *"Herald"* reported exceptionally favorable wind and weather in rounding the Horn (in only 8 days) and running up the Pacific. The Pacific equator was crossed when only 79 days from New York. The clipper arrived at the Golden Gate May 15, 1855, 99 days and 12 hours from Sandy Hook and eighteen days ahead of the *Winged Racer,* having through sheer good fortune and not by sailing ability gained seventeen days on the Sampson & Tappan clipper in rounding the Horn and on the Pacific leg of the passage. After bucking heavy head winds, which held her back off the Horn and caused her to fall nine days more behind the *"Herald"* in going from 50° S. Atlantic to 50° S. Pacific, the *"Racer"* experienced only light winds throughout the entire run to port. The *Harvey Birch* (1,482 tons), which sailed from New York the same day as the *"Racer,"* reached San Francisco two days after her. The *Paragon,* sailing two days before the *"Racer,"* passed through the Golden Gate just four weeks behind her after a passage of 145 days. Continuing, the *Winged Racer* made a transpacific passage of 50 days from San Francisco to Hong Kong and from there went to Swatow, where she loaded coolies for the Chincha Islands and Peru for handling guano. The *"Racer"* made a safe passage to Callao, arriving there March 19, 1856, after a run of 82 days from Anjer; she then proceeded to Baltimore, where she arrived 94 days out from Callao.

The experience of the *Winged Racer* and the *Westward Ho* in transporting Chinese coolies was not pleasing to Sampson & Tappan, and with the arrival home of the *"Racer,"* her owners decided to make no ventures in the coolie trade. The *Westward Ho* was sold to Peruvian owners and continued as a coolie slave ship until she was destroyed by fire in 1864, but the *Winged Racer* was continued in legitimate trade. In 1857, when carrying a cargo of wheat, she was severely damaged when caught in thick ice near Annapolis. Her cargo was lightered and the ship sold for $35,000 to W. L. Taylor, for whom she made two round voyages in the New York-China trade. In 1861 she made her last westbound passage to California, starting with a fine run from New York to the Atlantic equator of 19 days, but the log shows unfavorable sailing weather for the balance of the passage. Leaving San Francisco in October 1861, she sailed for Liverpool. While proceeding down the bay under sail, in charge of the pilot, the current "set her on a sunken rock, knocking a hole in her bottom." The ship had to return for salvaging of cargo and to be put in dry dock for repairs. The *"Racer"* reloaded and resumed her voyage December 10, arriving at Liverpool March 30, 1862, after a passage of 110 days. After a run to China and a year spent in the South Pacific, the *Winged Racer* went to Manila to load for New York. After taking on a cargo of sugar, hemp, cigars, and indigo, the ship sailed on October 8, 1863. On November 10, she was captured and burned by the Confederate steam-propelled raider *Alabama.* The log of the southern commerce destroyer says that the *Winged Racer,* "for whom we had been hunting outside the Strait," was discovered at 2:00 P.M., Tuesday, November 10, 1863. "Sent him to anchor. . . . Got everything out we wanted by 2 A.M. and sent off his crew in his own boats; fired ship and were out of sight of land by daylight." Captain Semmes, in his memoirs, tells of being posted by an English ship of the proximity of the *Winged Racer.* Upon coming up with the Pook-designed clipper, Semmes was greatly impressed with the northern ship's fine appearance, which "loomed up like a frigate," and he continues:

> She was a perfect beauty; one of those ships of superb model, with taut graceful masts and square yards, known as a clipper. We anchored her near North Island and came to ourselves for the purpose of robbing her. She had sundry provisions aboard, particularly sugar and coffee, of which we stood in need. She had besides a large supply of Manila tobacco and my sailors' pipes were beginning to want replenishing.

Capt. George Cumming expressed himself indignantly in regard to the "shabby treatment" received by him and his men "by a craft [*Alabama*] that approached carrying British colors for the occasion." We are told that as a result of this experience, Cumming "would never acknowledge the salute of a vessel carrying the British flag while he was in command of an American vessel."

Chase & Tappan, of Boston, owned the fast clipper ship *Eagle Wing* of 1,174 tons (length 198 ft., beam 39 ft., depth 23 ft.), which was built by James O. Curtis, of Medford, Mass., and launched from his yard on October 4, 1853. The *Eagle Wing* was designated when built as a "medium clipper," but her low block coefficient of the immersed hull places her as an "extreme

clipper." However, her end lines (particularly the bow, or entrance) were not as sharp as those of the usual "out-and-out" clipper. In the design of midship section, she was a "throwback" to the 1850-1851 school of prevailing thought. The *Eagle Wing,* like the *Nightingale, Hurricane, Stag Hound, Gazelle,* etc., had an excessive deadrise (particularly for a Cape Horner), and it is said that her bottom was so sharp that when the ship was floating without cargo, "some 600 tons of ballast was required to keep her upright." This was a basic fault of design of the early British clippers and of practically all British tea clippers. However, it is surprising in a ship as beamy as the *Eagle Wing,* for that vessel, with a length of 198 ft., had a beam of 39 ft.—a length-to-beam ratio of 5.08 to 1; whereas the biggest British tea clipper, the *Wild Deer,* built on the Clyde in 1863, had a corresponding ratio of 6.37 to 1, and the last 920-ton (British measurement) clippers, the *Black Adder* and *Hallowe'en,* built by Maudsley, of London, for John Willis and the China trade and launched in 1870, had a length-to-beam ratio of 6.16 to 1.

The *Eagle Wing* was described as "a beautiful ship, with a very graceful bow, a good sheer, and long, sharp entrance and clearance lines." A well-canvased ship, she carried a main skysail, but nothing higher than royals on fore- and mizzenmasts. The lower yards on both the fore- and mainmasts were 74 ft. long, or 1.9 times the beam, and the main lower mast was 80 ft. long. In the California service, the performance of the ship was average. She made one good westward passage of 106 days (claimed 105 days), but this was a December 20, 1853, sailing from Boston and her maiden voyage, and the conditions of wind and sea at the time were very favorable for a fast run as is proved by the fact that the three other clippers clearing an East Coast port between December 13 and 24, 1853, made passages of 96, 99, and 104 days, respectively. Capt. Eben H. Linnell was in command of the *Eagle Wing* on this Cape Horn run, which was her fastest to California. With this skipper in charge, the ship did some brilliant sailing in the China trade—a service for which she was peculiarly adapted. Her outstanding record in this trade is covered in Volume IV. The *Eagle Wing,* on her initial passage, crossed the Pacific equator when 82 days out, and when in Lat. 18° N., Captain Linnell thought that the prospects were good for making a 95-day passage to the Golden Gate. However, the strong favorable winds deserted him, and the ship had only light and baffling winds and calms for the balance of the journey, which extended the length of passage about ten days.

Whereas the *Eagle Wing* made only one fast westward Cape Horn passage, she made two runs eastward under 100 days. In 1860 she was only 90 days from San Francisco to New York and, in 1864, ran from San Francisco to Boston in 98 days. The *Eagle Wing* made two fast trans-pacific passages from San Francisco to Hong Kong in 39 and 41 days, respectively. One of the finest of all the sailing performances of the *Eagle Wing* was a passage in 1859 of 82 days between Hong Kong and New York under the command of Capt. Thomas Worth. The ship sailed from the British Chinese port March 13, 1859, and arrived at New York June 3 and was so reported in the New York HERALD, issue of June 4, 1859. The *Eagle Wing* made five westward California passages clearing East Coast ports during the years 1853-1860 (i.e., within the real clipper ship-building and operating era). These five passages averaged 121 days from clearance to entry and 119 days as reported. A comparison of these passages with each other and with the average passage of the six closest clipper ship sailings (the three preceding and the three following the clearance of the *Eagle Wing*) is set forth herewith. It will be seen that during each of these five westward Cape Horn passages, the *Eagle Wing* gave a better sailing performance than the average of the three clipper ships that preceded her and of the three that followed her from an East Coast port.

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days		Aver. Passage in Days of Six Clippers with Sailings Nearest to Clearing of the EAGLE WING	
		Port	Date		Elapsed	Claimed	Elapsed	Claimed
No. 1	Linnell	Boston	Dec. 20, 1853	Apr. 5, 1854	106	105	112	111
No. 2	Waters	New York	Mar. 25, 1856	July 23, 1856	120	118	137	127
No. 3	Worth	New York	June 30, 1858	Nov. 10, 1858	133	131	135½	133
No. 4	Worth	New York	Oct. 6, 1859	Feb. 3, 1860	120	120	144½	137½
No. 5	Colby	New York	Oct. 8, 1860	Feb. 11, 1861	126	122	132	128½

The *Eagle Wing* made two other westward Cape Horn passages to California. In 1862 she ran out to San Francisco in 119 days, and in 1864, on her last passage to California, she had a tragic experience and, with the mate in charge, reached port after a run of 140 days. This was her slowest sailing performance on all of her seven westward Cape Horn passages.

Capt. Eben H. Linnell, who brought out the *Eagle Wing* in the late fall of 1853 and did some great sailing in her, left the ship in early 1856. Linnell took over the command of the new *Flying Mist* of 1,183 tons, built in 1856 by James O. Curtis, of Medford, Mass. (builder of the *Eagle Wing*), who had built the ship to the order of Theodore and George B. Chase, of Boston. Although of the same dimensions as the *Eagle Wing,* the *Flying Mist* was a fuller ship and a better carrier. It is claimed that she loaded 2,200 tons of general measurement cargo for San Francisco and "had 1,922 tons of guano aboard on leaving Baker's Island in 1860." Captain Linnell was in the *Flying Mist* (excluding one voyage, during which he took a rest ashore) until that ship was lost at Bluff Harbor, New Zealand, August 26, 1862, by being blown ashore after being placed and anchored under the direction of the pilot and port authorities. Following the loss of the *Flying Mist,* Captain Linnell resumed command of the *Eagle Wing* and met his death on her during her seventh and last westward passage to California. The quality of the temporary command (Mate Morrison), who continued in charge and finally got the ship to her port of destination, is suggested by the fact that, upon arrival at San Francisco, Morrison was caught selling the ship's stores and had to be discharged.

The *Eagle Wing* sailed from Boston for Bombay, India, on February 11, 1865, under the command of Captain Hickey. She was never heard of again, and in October, when twelve years old, she was officially posted as "missing."

George B. Upton; John M. and Robert B. Forbes
Boston, Massachusetts

The early associates of Sampson & Tappan were George B. Upton, John Murray Forbes, and Robert Bennet Forbes. As part owner with Sampson & Tappan and John M. Forbes, George B. Upton had built the disappointing *Reindeer* of 800 tons (launched from Donald McKay's East Boston yard in 1849) and, in partnership with Sampson & Tappan, the exceedingly sharp but fast clipper *Stag Hound* of 1,534 tons (also launched from McKay's East Boston yard, December 7, 1850). (Some records show that Upton owned "a small piece" of the fast clipper ship *Flying Fish* of 1,505 tons, launched by McKay for Sampson & Tappan in September 1851.) In 1852 and 1853, George B. Upton contracted with Donald McKay for the construction of two large and fast clippers for his own account, as follows:

Name of Clipper	Built (launched)	Tonnage	Dimensions in Feet and Inches			Remarks
			Length	Beam	Depth	
BALD EAGLE	Nov. 25, 1852	1,704	215- 8	41- 2	23- 6	Went missing in the winter of 1861-1862 on passage from Hong Kong to San Francisco.
ROMANCE OF THE SEAS	Nov. 15, 1853	1,782	240- 9	39- 6	20	Went missing in early 1863 on passage from Hong Kong to San Francisco.

McKay launched the *Bald Eagle* seventy-two days after the *Westward Ho,* a clipper ship of 1,650 tons built for Sampson & Tappan, and about four and a half months after he had put in the water his big clipper *Sovereign of the Seas* of 2,421 tons. While the *Bald Eagle* was building, McKay had laid the keel of a second big extreme clipper, the *Empress of the Seas* of 2,197 tons. Fortunately for his credit, this ship, which was launched on January 14, 1853, fifty days after the *Bald Eagle* went overboard, was bought while on the stocks by William Wilson & Son, Baltimore.

The Boston ATLAS, in November 1852, published the following descriptive article on "The New Clipper Ship *Bald Eagle* of Boston" from the pen of Duncan McLean, a colorful and imaginative writer:

On the keel she is 195 feet long, between perpendiculars on deck 215, and over all 225; her extreme breadth of beam is 41½ feet, and depth 22½, including 8 feet height of between decks. In model she differs widely from any clipper which we have inspected. The rise and form of her floor are designed to obtain the greatest possible buoyancy consistent with stability and weatherly qualities. Her lines, too, have been formed upon the principle that when sailing by the wind, the pressure aloft will incline her, and to overcome the consequent angular resistance, is one of the elements in her model. But whether sailing, inclined to the plane of the horizon, or at right angles to it, her lines have been calculated for both, so that she is expected to float more buoyantly and pass more easily through the water than any other clipper that has yet been built. At the load displacement line, she is sharper than any other clipper, and her lines, for twenty feet from the cutwater, are almost straight, but aft they swell into the convex, and blend beautifully with her fullness amidships. Her greatest breadth of beam is at the centre of her loadline, and her lines aft are decidedly convex. She is fuller aft than forward, upon the principle that, when passing rapidly through the water, she will be liable to settle aft, hence the fullness of the lines to buoy her up; and also, that the pressure of the water, as it closes aft, will actually force her ahead, and leave her without a ripple. Her model above is also designed with special reference to overcoming atmospheric pressure; hence she has little if any flare to the bow (which is angular in its outline to the rail), low bulwarks, and a flush deck. Her bow is long, very sharp, and rises grandly in its sheer; and the cutwater is just inclined enough to make her a perfect picture forward. She has a large gilded eagle on the wing, for a head, and it forms the best and most beautiful head that we have yet seen upon any clipper. The ends of her catheads are ornamented with gilded carved work; otherwise she is smack-smooth forward.

She has about three feet sheer, and sufficient swell or rounding of sides, to preserve the harmony of her lines, and she rises forward and aft with such easy grace, that even on the line of the plankshеer, the eye cannot detect any wavering in its sweep. Her stern is slightly elliptical, inclined aft, and is formed from the line of the plankshеer, the moulding of which and the strake below, form its base. It is very light, beautiful in outline, and tastefully ornamented.

The reason advanced by the writer (which he evidently obtained from the builder) for giving the ship but little flare forward is more than amusing; it is absurd. McKay, at the time, was being influenced in the modeling of his ships forward by contemporary steamboat designs, and he was trying to get away from the sailing packet bows, which had been one of the prime factors in the design of exceedingly seaworthy and fast sailing ships for the world's most turbulent and severe trade routes.

The *Bald Eagle,* with Capt. Philip Dumaresq (referred to by the merchant-captain Robert B. Forbes as the "Prince of Captains") in command, cleared New York for her maiden voyage on Christmas Day of 1852 and sailed the following day for California. She crossed the Atlantic equator in Long. 31° 13′ W. in 29 days after averaging 144 miles per day and 6 knots up to the line (best day's work, 230 miles). On January 16, 1853, Captain Dumaresq wrote in his log: "Seventeen days head winds, tacking as the wind hauled." The ship was 2 days from the line to Cape St. Roque and 19 days from there to 50° S. Atlantic. From the equator to Lat. 30° S., Long. 46° 36′ W., the ship made over 200 miles on only two days, the average for thirteen days being 172 miles. On February 15, passed the Straits of Le Maire on the 52nd day, having averaged 154 miles per day to this point. She ran from Cape St. Roque to 50° S. in 19 days and from 50° S. Atlantic to 50° S. Pacific (i.e., rounded the Horn) in 10 days. Sailing up the Pacific side of the course, the *Bald Eagle* ran from 50° S. to the equator in 28 days. On March 15, the ship's log reads: "For 22 days wind at N.W. almost dead ahead." On March 21, the record says: "Got the S.E. trades in 20° S. and lost them in 5° S." The Pacific equator was crossed in Long. 111° 15′ W. when 88 days 3 hours out. The ship made a good run of 19 days from the line to the Golden Gate. The log says: "April 11, 1 P.M. made the Faralones: at 5:30 took a pilot, and at 9 P.M. passed the Heads, making 107 days and 9 hours passage." Captain Dumaresq wrote the following summary of the passage: "Distance sailed, by observation, 15,802 miles, averaging about 147 miles. Only a portion of 43 days with the wind fair enough to set studding sails, and for 22 days averaged only 66 miles. The ship has never been under close reefs, nor have the courses, spencers, or spanker been furled during the passage."

It has been said of this passage of the *Bald Eagle* that it was "remarkably short" considering the conditions encountered. Richard C. McKay has written: "She beat every vessel which sailed

about the same time. This undeniably was accomplished in great part through the indomitable energy of her commander. Captain Dumaresq never undressed but to change his clothes, nor slept in a bed, the whole passage. Like a horse he often slept standing up, with an eye and an ear open."

The fast clipper ship *Jacob Bell* of 1,381 tons had left New York eighteen days, the speedy *Flying Childers* of 1,125 tons had sailed from Boston eight days, and the bark *Storm* of 545 tons had left New York six days before the *Bald Eagle* sailed from New York. These three clippers had passed through the Golden Gate only one day before Captain Dumaresq dropped his anchor in San Francisco Bay. The following table gives all the fourteen clipper ship sailings from East Coast United States ports for California during the twenty-eight-day period from December 14, 1852, to January 10, 1853, with a comparative record of the size of the vessels and the length of their winter passage from either New York or Boston to San Francisco:

Name of Clipper	Captain	Tonnage	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date		Elapsed	Claimed
CARRINGTON	French	641	New York	Dec. 14, 1852	Apr. 20	127	121
JOHN STUART	Ferris	1,654	New York	Dec. 17, 1852	May 4	138	134
FLYING CHILDERS	White	1,125	Boston	Dec. 18, 1852	Apr. 10	113	113
RED ROVER	Putnam	1,021	New York	Dec. 18, 1852	Apr. 19	122	117 net
						Put into Juan Fernandez.	
ROMAN	Hepburn	775	New York	Dec. 18, 1852	Apr. 17	120	115
PEERLESS	Bacon	1,100	Boston	Dec. 19, 1852	July 20	213	207
						(via Valparaiso; recorded also as 210-day passage)	
STORM (bark)	Roberts	545	New York	Dec. 20, 1852	Apr. 10	111	110
HUSSAR	Lucas	721	Boston	Dec. 22, 1852	Apr. 16	115	115
BALD EAGLE	Dumaresq	1,704	New York	Dec. 25, 1852	Apr. 11	107	107 days 9 hours
ESTHER MAY	Howes	499	Boston	Jan. 6, 1853	June 1	146	146
PHANTOM	Hallett	1,174	Boston	Jan. 6, 1853	Apr. 20	104	104
						(also stated Apr. 21 and 105 days)	
EAGLE	Farran	1,296	New York	Jan. 7, 1853	Apr. 30	113	111
CELESTIAL	Palmer	860	New York	Jan. 8, 1853	May 8	120	120
RATTLER	Brown	1,121	New York	Jan. 8, 1853	May 9	121	121
						(also reported 122 days)	

Returning to New York after a twenty-seven-day port detention, the *Bald Eagle* left San Francisco May 8, 1853, and reached her destination on August 13 after a good eastward Cape Horn passage of 96 days. The *Jacob Bell* (built by Jacob Bell and his son Abraham C. in New York), which had been so badly beaten by the *Bald Eagle* on the westward run, turned the tables on the McKay-built clipper on the passage east and made an unusually fast run, in ballast, of 87 days from the Golden Gate to Philadelphia (or where the voyage ended on the Delaware).

The second voyage of the *Bald Eagle* was from New York to California and return. With Capt. A. H. Caldwell in command, the ship sailed from New York October 2, 1853, bound for San Francisco, where she arrived January 25, 1854, after a passage of 115 days. Some fast westward clipper runs to California were made in the winter of 1853-1854, but evidently the *Bald Eagle* did not experience the very favorable wind conditions necessary for a very fast passage of around 100 days or of 110 days (or better). She made the equator in 33 days from Sandy Hook, passed Cape St. Roque on the 35th day, and was 18 days thence to 50° S. Atlantic. She had bad weather rounding the Horn and was 19 days from 50° S. Atlantic to 50° S. Pacific. She was 21 days from 50° S. to the Pacific equator, which she crossed 93 days out (five days behind the sailing performance on her maiden voyage because of a nine-day longer rounding of the Horn), and was 22 days running from the line to port, but was delayed for four days by dense fog off the California coast.

The following comparative record shows the eight clipper ships that arrived at San Francisco during the two days January 25 and 26, 1854, from East Coast United States ports:

Name of Clipper	Captain	Tonnage	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1853	1854	Elapsed	Claimed
PAMPERO	Coggins	1,375	New York	Oct. 8	Jan. 25 (also stated Oct. 9 and 108 days; delayed by fog off Golden Gate; reported 105 days)	109	108
KINGFISHER	Crosby	1,286	Boston	Oct. 3	Jan. 25	114	114
BALD EAGLE	Caldwell	1,704	New York	Oct. 2	Jan. 25 (also stated Oct. 1 and 116 days)	115	115
GREENFIELD (bark)	Follansbee		New York	Sept. 17	Jan. 25	130	130
OCEAN PEARL	Sears	847	Boston	Sept. 12	Jan. 25	135	135
ONWARD	Wade	874	New York	Aug. 27	Jan. 25	151	150
N. B. PALMER	Low	1,400	New York	Sept. 27	Jan. 26	121	121
ROVER'S BRIDE	Phillips	376	Baltimore	Aug. 27	Jan. 26	152	150

Cutler says that on this passage, the *Kingfisher* sailed a notable race with the *Bald Eagle*: "Caldwell had left New York on the first of October, and Crosby passed Boston Light two days later. They fought it out almost jibboom to jibboom for 17,000 miles and entered San Francisco almost within hailing distance of each other." Whereas the *Bald Eagle* cleared New York October 1, she sailed on the 2nd, and the *Kingfisher* made a one-day faster passage to San Francisco. This run of 114 days made by the *Kingfisher* was the fastest of six westward Cape Horn passages made by that extreme clipper (launched by Hayden & Cudworth, Medford, Mass., August 18, 1853). The *Kingfisher* ran to the Pacific equator in 94 days. She experienced much better weather than the *Bald Eagle* in rounding the Cape, but fell behind the Upton ship one more day up to the line. Between the Pacific equator and San Francisco, however, the *Kingfisher* covered the distance in 20 days, and the *Bald Eagle,* meeting less favorable sailing conditions and being more delayed by fog off the coast, required 22 days to complete the passage.

The clipper ships that claimed passages of 110 days or better from an East Coast port to San Francisco from the sailing of the *Contest* of 1,099 tons (Capt. William E. Brewster) from New York July 6, 1853 (110 days, clearance to entry, and 108 days claimed) to the departure of the *Eagle* of 1,296 tons (Capt. John S. Farran) from New York November 4, 1853 (104 days) were as follows:

Name of Clipper	Captain	Tonnage	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1853	1854	Elapsed	Claimed
SAMUEL RUSSELL	Limeburner	957	New York	Oct. 5	Jan. 20	107	106
PAMPERO	Coggins	1,375	New York	Oct. 8	Jan. 25 (also stated Oct. 9 and 108 days; delayed by fog off Golden Gate; reported 105 days)	109	108
RINGLEADER	Matthews	1,156	Boston	Oct. 20	Feb. 8	111	110
MATCHLESS	Potter	1,033	Boston	Oct. 20	Feb. 8	111	109
GOLDEN CITY	Canfield	810	New York	Oct. 23	Feb. 8	108	108
SAN FRANCISCO	Setzer	1,307	New York	Oct. 25	Feb. 8	106	106

There were four arrivals, all told, of clipper ships from East Coast ports at the Golden Gate on February 8, 1854. Because of the favorable sailing conditions encountered, these four vessels had done some remarkable, uniform sailing. However, the clipper ship claiming the shortest run —the *San Francisco*—was destined never to complete the passage, for while in charge of a pilot, she was wrecked on February 8 while entering San Francisco Harbor. The performance of the *Matchless,* all things considered, is not as good as it seems, for this Chelsea-built clipper ship actually commenced her voyage by sailing from Boston on September 6, 1853. When two days out, she was partially dismasted and was forced to put back for repairs. The total length of the passage

from the initial sailing to arrival at her destination was 155 days. Capt. Symes Potter was in error in claiming 109 days for this passage of the *Matchless,* for she sailed from Boston (the second time), arrived at the Golden Gate, and dropped anchor in San Francisco Harbor virtually in company with the *Ringleader.* Not more than three hours separated the ships at the commencement and end of a voyage of 3 months 18 days. Capt. Richard Matthews of the *Ringleader* reported that ship's passage as 110 days.

Upon arrival at San Francisco on January 25, 1854, the *Bald Eagle* found a most peculiar market condition existing in California. That section of the country was overloaded with many kinds of goods far beyond its ability to utilize or consume; in plain words, the United States Pacific Coast markets were glutted through excessive importations shipped from the East, principally via Cape Horn but partly by way of the Isthmus of Panama. In the early part of 1854, San Francisco was passing through a period of much mercantile distress. Commercial ventures were unprofitable, and the Golden City was actually rich in goods and money poor. An excessive quantity of goods had reached San Francisco during the last half of 1853, and shiploads of freight literally piled into the city and choked the warehouses during December 1853 and the first two months of 1854 until shipments of unnecessary commodities from the East could be stopped. The number of clipper ships alone that rounded Cape Horn and brought heavy freight lists to San Francisco during each month of the twelve-month period ending May 31, 1854, was as follows:

Month	Number of Clipper Arrivals	Month	Number of Clipper Arrivals	Month	Number of Clipper Arrivals	Month	Number of Clipper Arrivals
June 1853	11	Sept. 1853	11	Dec. 1853	15	Mar. 1854	6
July 1853	22	Oct. 1853	12	Jan. 1854	20	Apr. 1854	8
Aug. 1853	12	Nov. 1853	8	Feb. 1854	14	May 1854	9

The trading boom had been roaring "high, wide and handsome" during the first part of 1853, but ominous signs of a reaction were evident to the farsighted in the autumn of 1853. In 1854 the country was in the throes of a commercial depression, which originated with the satiation of California with eastern goods, the overbuilding of sharp-modeled overcanvased clipper ships, and the overextension of credit. The agents of George B. Upton in San Francisco capitalized the situation to the advantage of their principals and friends by acquiring distress stocks and the inventory assets of insolvent houses in liquidation and shipping these goods to the East, where there would be a market for them "at a price." Other shipping agents followed suit and competed for freight, by clipper to East Coast ports, of the goods that they and other ships had brought to San Francisco and were still being carried on ships in transit.

After the *Bald Eagle's* cargo had been discharged, she took on board—as did several other clippers—a partial loading of merchandise. This was carried at an extremely low freight rate, but proved, nevertheless, very profitable compared with ballast, which represented "all pay-out and no in-come." To say, as do some historians, that the *Bald Eagle* (or any other clipper ship at about this time, February-March 1854) "sailed East fully freighted with goods similar to those they had recently brought from thence" is not correct. None of the ships was "fully freighted" or even fairly well laden. The competition among the ships available to handle such unusual shipments as well as the space offered for return cargoes was too great. The *Bald Eagle,* as did several other ships, cleared San Francisco for an eastern port "lightly" and only partially laden with merchandise. As far as the length of passages eastward around Cape Horn was concerned, the displacement and draft of the ships approached more nearly that of a ship in ballast than a ship fully laden with cargo. The *Bald Eagle,* drawing about 16 ft. of water (her load draft was 21 ft.), sailed through the Golden Gate on March 1, 1854, and reached New York on May 19 after a passage of 78 days 22 hours, which, it has since been claimed by Bostonians, was "the fastest eastward run on record for a cargo-laden vessel and within three days of the fastest time made by a ship in ballast."

The record eastward Cape Horn passage from San Francisco to New York is 76 days 7 hours, anchor to anchor, and a scant 76 days, pilot to pilot, made by Webb's fast clipper *Comet* of 1,836 tons (December 27, 1853-March 14, 1854) about two months before the *Bald Eagle* made her fast run. The record over the course for a fully loaded ship is held also by a Webb-built clipper,

the *Young America* of 1,961 tons, which, some sixteen years after the *Comet* and *Bald Eagle* made their fast passages, left San Francisco March 15, 1870, and at dawn on June 1, when 81 days out, ran into a fog while looking for a pilot when ten miles from Sandy Hook. Delayed over a day by having to haul offshore and wait for the fog to lift, the *Young America* completed her run in 83 days, port to port, and 82 days, pilot to pilot. (The following year, April 7-July 2, 1871, the *Young America* ran between the same ports—again deeply laden—in 86 days.)

The third voyage of the *Bald Eagle* commenced on October 25, 1854, with the clearing from New York for California, but the sailing from Sandy Hook was evidently delayed several days. The ship, according to log, was off Cape Horn on the 57th day out, crossed the equator in the Pacific on the 87th day, but was 30 days in completing the passage to her destination because of unfavorable sailing conditions. She arrived at San Francisco February 23, 1855. The abstract log shows a passage of 117 days from Sandy Hook to the Golden Gate, but the elapsed time, clearance to entry, figures 121 days. Howe and Matthews say: "Her time was beaten three days by the medium clipper *Southern Cross* and equalled by the *Sweepstakes*. She beat the *Pampero* eight days and the *Phantom* four days." It would seem that the *Southern Cross* did not beat the *Bald Eagle* by three days on this passage, for all Capt. Thomas P. Howes claimed for her was "a run of 119 days." Capt. George E. Lane of the *Sweepstakes* reported for his ship a passage of 117 days. Capt. Calvin Coggins of the *Pampero* claimed a 125-day run, and Capt. Peter Peterson of the *Phantom* reported a 121-day passage.

A comparison of the passages of the seven clipper ships clearing East Coast ports for California during the twenty-seven-day period October 12-November 8, 1854, is set forth:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date 1854	1855	Elapsed	Claimed
WINGED ARROW; 1852; 1,052	Bearse	E. & H. O. Briggs, South Boston	Boston	Oct. 15	Feb. 8	116	115
PAMPERO; 1853; 1,375	Coggins	Charles Mallory, Mystic, Conn.	New York	Oct. 18	Feb. 20	125	125
SWEEPSTAKES; 1853; 1,735	Lane	D. & A. Westervelt, New York	New York	Oct. 25	Feb. 21 (claimed sailed Oct. 26; 118 days elapsed)	119	117
LOTUS; 1852; 660	Leckie	John Taylor, Chelsea, Mass.	Boston	Oct. 25	Feb. 25	123	123
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, Boston	Boston	Oct. 25	Feb. 22	120	119
BALD EAGLE; 1852; 1,704	Caldwell	Donald McKay, East Boston	New York	Oct. 25	Feb. 23	121	117
PHANTOM; 1852; 1,174	Peterson	Samuel Lapham, Medford, Mass.	New York	Oct. 25	Feb. 23 (stated also Oct. 26 and 120 days)	121	121

The log of the SOUTHERN CROSS states that on Jan. 2, 1855, she was in company with the BALD EAGLE off Cape Horn.

The clipper ship arrivals at San Francisco during the six-day period February 20-25 inclusive, in addition to the six vessels mentioned, included the *Hussar* of 721 tons (Captain Winsor), which reached port February 23 after a passage of 135 days from New York, and the *Raven* of 712 tons (Captain Hanson), which dropped her anchor in San Francisco Bay the same day, 190 days after she had cleared New York (August 17, 1854) for Rio de Janeiro and San Francisco. (The ship claimed a passage of 124 sailing days at sea—40 from Sandy Hook to Rio and 84 from Rio to the Golden Gate.)

At San Francisco, Capt. W. H. Treadwell took command of the *Bald Eagle,* and the ship crossed the Pacific to Hong Kong in 47 days. She then suffered the degradation of entering the coolie trade, and the *Bald Eagle* carried 700 Chinese coolies from Swatow to Callao to work in the Peruvian guano deposits. She arrived there November 26, and after loading guano at the Chincha Islands, she sailed for Philadelphia, where she arrived May 4, 1856.

The fourth voyage and the fourth and last westbound Cape Horn passage of the *Bald Eagle* commenced with a sailing from New York July 18, 1856, and an arrival at San Francisco on November 15 after a passage of 120 days. The ship encountered light or baffling winds practically

all the way except off Cape Horn, where she experienced very heavy weather. This run, while not fast, was much better than the passages made by other clippers either sailing from East Coast ports or arriving at San Francisco about the same time as the *Bald Eagle*. The eight July (1856) clipper sailings from East Coast United States ports to San Francisco gave an average length of passage, port to port, of 151 days; shortest, *Bald Eagle* (120 days); longest, *Snow Squall* (205 days). The net average sailing time, or length of passage at sea, claimed by the commanders of the eight vessels was 140 days; shortest, *Bald Eagle* (120 days); longest, *Tsar* (168 days) and *Fleetwing* (158 days). The clipper ship arrivals at San Francisco during the twenty-three-day period November 1-23, 1856, inclusive consisted of eight vessels, with particulars and length of passages as follows:

Name of Clipper	Captain	Tonnage	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed	Claimed
ARCHER	Osgood	1,096	New York	June 13	Nov. 5	145	144 (also stated 135)
BLACK PRINCE	Brown	1,061	Boston	June 9	Nov. 6	150	150
B. F. HOXIE	Crary	1,387	New York	June 5 (cleared)	Nov. 6	154 (also stated 152)	149
BALD EAGLE	Treadwell	1,704	New York	July 18	Nov. 15	120	120
WESTERN CONTINENT	Burnham	1,272	New York	May 22	Nov. 15	177	176 via Valparaiso
NEPTUNE'S CAR	Patten	1,616	New York	June 30	Nov. 15	138	136 (also stated 134)
REINDEER	Bunker	800	New York	June 2 (cleared)	Nov. 18	169 (also stated 167)	162
SILVER STAR	Wade	1,195	New York	June 17	Nov. 19	155	148

The 120-day passage of the *Bald Eagle* was the fastest (clearance to entry) of any of the twenty clipper ship runs from an East Coast United States port with clearances during the seventy-seven-day period from June 30 to September 15, 1856, inclusive. It has been said that during this two and a half months, the *Golden Eagle* of 1,121 tons (Capt. Samuel A. Fabens) made a passage of 118 days, but the ship cleared New York July 26 and reached San Francisco December 1, 1856; i.e., a 128-day passage. Howe and Matthews, whereas they state a passage of 118 days, give lengths of time over the five sections of the course that add up to 128 days. The *Dashing Wave* of 1,180 tons (Captain Young), arriving at San Francisco January 10, 1857, claimed a 120-day passage, but her elapsed time from clearance to entry was 123 days, as the ship cleared New York September 9, 1856.

Continuing a voyage around the world via India and the Cape of Good Hope, the *Bald Eagle* cleared San Francisco December 7, 1856, and was officially entered at Calcutta on February 5, 1857—60 days later. Various accounts have been given of this all-time record sailing performance. Howe and Matthews record it as "a passage of 59 days, which is very fast and possibly the record." Capt. W. H. Treadwell reported the passage as "a record run of 57½ days, pilot to pilot," and Cutler says, "Treadwell left San Francisco in December [1856] and sent the *Bald Eagle* through to Calcutta in 57½ days, truly remarkable time." On the last homeward leg of the voyage, the *Bald Eagle* sailed from Calcutta May 7, 1857, and arrived at Boston August 2 after a passage of 98 days.

Henceforth, the *Bald Eagle* was engaged in oriental trade. She left Boston September 21, 1857, and reached Hong Kong January 8, 1858, after a good passage, considering the weather, of 109 days. The ship remained on the China coast and in eastern waters until August 6, 1859, when she sailed from Shanghai with a load of tea to England. Captain Treadwell was still in command. The records show a long run of 38 days down the China Sea to Anjer and a passage of 82 days from there to Portsmouth, England, where she arrived December 4, 1859. (Other reports say that she ran from Woosung to Liverpool in 120 days.) In any event, the ship is credited with the fastest British tea run of any ship sailing from Shanghai or Foochow, China, during the period of March-September 1859. Other passages of American clipper ships in the trade during this period

were made by the *Sea Serpent,* 130 days to Plymouth; *Rapid,* 131 days to London; *Charmer,* 136 days to Liverpool; *Grace Darling,* 139 days to London; and *Golden City,* 141 days to London.

Capt. Edward Nickels (formerly of the fast clipper ship *Flying Fish*) took command of the *Bald Eagle* at Liverpool (relieving Captain Treadwell, who had been master of the ship for four years and ten months) and sailed on February 21, 1860, for Foochow with coal and stores for the British naval forces at that Chinese port. The passage was a rather slow one, as the ship was reported at Anjer May 24 (93 days out) and at Shanghai June 25, 1860 (125 days from Liverpool and 32 days from Anjer). On April 25, 1861, the *Bald Eagle* dropped her anchor in San Francisco Bay after an excellent transpacific eastward passage of 41 days from Hong Kong. Leaving San Francisco June 16, 1861, the *Bald Eagle* was at Honolulu on June 29 (13 days out), and then had a tedious passage, with nothing but light winds and calms, until her arrival at Hong Kong August 25, 1861, 70 days from San Francisco and 56 days from Honolulu.

Captain Nickels relinquished his command upon arrival of the ship at Hong Kong, and it was reported that he later died there of yellow fever. Captain Morris succeeded Captain Nickels, and the *Bald Eagle* sailed from Hong Kong on October 15, 1861, for San Francisco. She had a valuable cargo aboard and full holds containing 600 tons of rice, 500 tons of sugar, some tea and miscellaneous merchandise, and $100,000 in treasure. The ship was reported as "in good condition," was rated A-1½, and was still owned by George B. Upton, for whom she had been built nine years before. After sailing from Hong Kong, the *Bald Eagle* "went missing." No person that was aboard her was ever heard of thereafter, and no trace of wreckage that could be identified with her was ever found. The owners and underwriters were later of the opinion that the ship had foundered, with all hands, "in one of several severe typhoons which were experienced in the China Sea about that period." A report was published in the press to the effect that a part of the crew had been picked up by Japanese fishermen, but this proved to be merely a baseless rumor. The insurance paid on the vessel and her cargo was reported as $300,000.

Unfortunately, a sensational British yarn of the end of the *Bald Eagle* has been accepted as fact by some American writers. Even the authoritative historian George Francis Dow, in THE SAILING SHIPS OF NEW ENGLAND (1928), in tabulating the vessels built at East Boston, Mass., lists the *Bald Eagle* and says of her: "Burned at sea, fire set by Chinese coolies, in October, 1861, while bound from San Francisco for Hong Kong. . . . Other records state she never was heard from and is supposed to have foundered during a typhoon in the China Sea."

In 1896, Frederick Benton Williams, with the collaboration of William Stone Booth, wrote a book entitled ON MANY SEAS—The Life and Exploits of a Yankee Sailor, and these writers also copied the pattern of the imaginative British yarn in regard to the melodramatic loss of the *Bald Eagle.* Frederick Benton Williams, according to ON MANY SEAS, was the captain of an American ship *Electric Age,* which is said to have been of "4,875 tons register" and "to have taken nearly 6,000 tons of wheat from San Francisco to Queenstown." We are told that the ship carried thirty-two able seamen before the mast and forty-five hands all told; that she had lofty spars, with skysail yards, and carried stunsails "up to the royal"; that her bottom was coppered—indicating, therefore, that she was a wood ship; and that she glided "smoothly along, 16 and 18 knots an hour, a vision of queenly beauty." In a work that is presumably autobiographic, the name, size, and description of this ship are pure fiction; hence the Williams and Booth story in regard to the *Bald Eagle* cannot possibly be considered as authoritative. These writers refer to the *Bald Eagle* of New York as being "burned by Chinese coolies 500 miles east of Manila on their way to Callao, Peru," and the story of her loss is attributed to a sailor named Mike Cregan.

These American authors (Williams and Booth) write, "Although the *Bald Eagle* was an American ship, she had been in the coolie trade so long that all her original crew had gradually left her and the captain, being a Portuguese, had gradually filled their places with his own countrymen, so that, although there were many other foreigners in the crew, it so happened that Mike was the only one in the long boat not a Portuguese." This refers to the three ship's boats that left the *Bald Eagle* burning at sea, with the Chinamen all below deck. It is said that the long boat, rigged with two masts and sails, was commanded by the captain, with seventeen more men aboard, and that ten other men were put in each of the ship's two quarter-boats. (The total complement of the *Bald Eagle* is stated as captain, four mates, cook, steward, boatswain, carpenter, sailmaker, twenty-two able seamen, and six apprentices.) The American authors repeat a yarn supposedly spun by

the Irishman Mike Cregan, and Capt. Frederick B. Williams writes that he judged that the yarn was at least based upon truth and that perhaps Cregan had not told all of the part that he took in the affair.

The time of the sailing of the *Bald Eagle* on her last voyage, i.e., October 15, 1861, the ports of departure (Hong Kong) and of destination (San Francisco), and the nature of her cargo (rice, sugar, tea, miscellaneous oriental goods, and treasure—not a load of coolies) are matters of official record. The only uncertainty about the passage was the cause and nature of the ship's loss, for the *Bald Eagle* "went missing" as did several other American clipper ships—some of them in the same typhoon-swept and pirate-infested waters.

The *Romance of the Seas,* launched by Donald McKay from his East Boston yard on November 15, 1853 (two years and seven months after the launching of his historic *Flying Cloud*), was the last extreme clipper built by McKay for the California trade or for an American owner. She was planned to be the fastest of all Cape Horners, and Howe and Matthews write: "She was designed by her owner, George B. Upton of Boston, and was the sharpest ship built in that city up to that time." In many respects, the model was an improvement over the *Flying Cloud,* and many authorities believe she was a faster ship. She had only a 15-in. deadrise at half floor, 6-in. rounding of sides, or tumble home, and 4-ft. 6-in. sheer. Upton had long been an advocate of a relatively flat floor for a Cape Horner and was influenced greatly in his ideas of model by Samuel H. Pook of Boston. Upton had been responsible for giving the *Flying Fish,* launched by McKay in September 1851, a deadrise of only 25 in. as against 40 in. for the *Stag Hound,* launched in December 1850. Pook, when given a free hand by owners and builders in the design of his ships, had started with a relatively flat floor and a strong midship section for clippers—if they were to be powerful ships and used in Cape Horn or Australian trades. His *Defiance,* designed for George Thomas, of Rockland, Maine, and launched in March 1852, was given only a 10-in. deadrise at half floor. During 1851-1853, American builders both in New York and New England broke away more and more from the Griffiths influence in design, and McKay followed of his own volition the popular thought and trend to "get away from the frigate midship section in the design of merchantmen." He built his *Flying Cloud* (launched April 1851) with a deadrise of 30 in. The *Sovereign of the Seas,* which he put overboard in June 1852, had a deadrise of 20 in., while the *Empress of the Seas,* launched in January 1853, had a deadrise of 27 in. However, the *Romance of the Seas* (put in the water in November of that year), because of Upton's demands as to model, had only a 15-in. deadrise.

The following table shows how New England shipbuilders in general in 1852-1853 were getting rapidly away from the "V," or frigate, type of midship section for fast merchant ships. More and more, they were adopting the ideas of mid-body generally advocated for fast deep-sea sailing packets by Edward K. Collins and Capt. Nathaniel B. Palmer, who practically demonstrated and proved the soundness of their theory in the building of the Dramatic Line New York-Liverpool packets in 1836-1838.

Name of Clipper	Launched	Builder	Deadrise Inches
RACER	Feb. 1851	Currier & Townsend, Newburyport, Mass.	10
SOUTHERN CROSS	Mar. 1851	E. & H. O. Briggs, Boston	20
SYREN	May 1851	John Taylor, Medford, Mass.	20
WILD PIGEON	July 1851	George Raynes, Portsmouth, N.H.	26
R. B. FORBES	July 1851	Samuel Hall, East Boston	21
WINGED ARROW	1852	E. & H. O. Briggs, South Boston	20
QUEEN OF THE SEAS	Sept. 1852	Paul Curtis, Medford, Mass.	20
JOHN GILPIN	Sept. 1852	Samuel Hall, East Boston	20
WINGED RACER	Nov. 1852	Robert E. Jackson, East Boston	24
GOLDEN EAGLE	Nov. 1852	Hayden & Cudworth, Medford, Mass.	20
FLYING CHILDERS	Nov. 1852	Samuel Hall, East Boston	18
STAR OF THE UNION	Dec. 1852	James O. Curtis, Medford, Mass.	18
PHANTOM	Dec. 1852	Samuel Lapham, Medford, Mass.	20
FLYING EAGLE	Dec. 1852	William Hitchcock, Newcastle, Maine	15
FLYING ARROW	Dec. 1852	Isaac Dunham, Frankfort, Maine	17
CLIMAX	Jan. 1853	Hayden & Cudworth, Medford, Mass.	17

(Continued on next page)

Name of Clipper	Launched	Builder	Dead-rise Inches
MYSTERY	Jan. 1853	Samuel Hall, East Boston	19
BELLE OF THE WEST	Mar. 1853	Shiverick Bros., East Dennis, Mass.	18
JOHN LAND	Mar. 1853	E. & H. O. Briggs, South Boston	20
QUEEN OF CLIPPERS	Mar. 1853	Robert E. Jackson, East Boston	18
WHITE SWALLOW	Mar. 1853	Hayden & Cudworth, Medford, Mass.	18
WEST WIND	Mar. 1853	Joshua T. Foster, Medford, Mass.	15
KINGFISHER	Aug. 1853	Hayden & Cudworth, Medford, Mass.	20
SPITFIRE	Sept. 1853	James Arey & Co., Frankfort, Maine	15
EDWIN FORREST	Oct. 1853	Daniel D. Kelly, East Boston	13
CHALLENGER	Dec. 1853	Robert E. Jackson, East Boston	20
SWALLOW	Apr. 1854	Robert E. Jackson, East Boston	14

Samuel H. Pook was compelled, in his earlier designs of clipper ships, to give the hulls much more deadrise than he advocated, and on at least two occasions he was "urged with vigor." Not only owners but also shipbuilders fought him on the question. For some time, they were convinced that for speed a ship should have a high floor and approach as nearly as was practicable a curved "V" midship section. His first clipper, the *Surprise* (launched October 5, 1850), had a 30-in. deadrise, but she was built for A. A. Low & Bro., New York. The *Game Cock* (launched December 21, 1850), for which he furnished the original lines for the same builder (Samuel Hall, of East Boston), was to have had the same angle of floor, but Hall either influenced the owner (Daniel C. Bacon, of Boston) or went ahead on his own, and the ship was built with a 40-in. deadrise on a 19½-ft. half beam. When E. & H. O. Briggs, of South Boston, built the *Northern Light* for James Huckins, Boston (launched September 25, 1851), owners and builders were responsible for giving a 40-in. deadrise to a vessel of only 18 ft. half beam. This was even more than the 36-in. deadrise of the *Nightingale,* of the same beam, built by Hanscomb at Portsmouth, N.H., and launched in June 1851. However, when designing the *Defiance* for William T. Dugan, New York, owner, and George Thomas, Rockland, Maine, builder, Pook was given his own way; moreover, a reaction against the high floor was setting in. This ship of 1,691 tons, with a 42½-ft. beam, launched in March 1852, was given a deadrise of only 10 in. Other important clipper ships built in New England that had high floors were the *Sea Serpent* (launched November 1850) and the *Witch of the Wave* (launched April 1851), each of which had a deadrise of 40 in. at half floor. They were built by Raynes at Portsmouth, N.H. The *Witchcraft,* launched by Paul Curtis at Chelsea, Mass., in December 1850, had a 35-in. deadrise, and these three New England ships had beams between 39 and 40 ft.

In New York, Webb favored "a high floor for a fast ship" when he designed the big *Challenge* of 2,007 tons at the close of 1850, and he gave that ship (launched May 1851) of 43 ft. 2 in. beam a 42-in. deadrise. However, in the design of the clipper *Gazelle* of 1,244 tons (launched January 21, 1851), Webb had fought the owners (Taylor & Merrill) in their ideas of a "V" midship section for speed. Whereas he built the ship as they wanted her, he always maintained that she would not be as fast a sailer—year in and year out—as a similar ship with a flatter floor and a stronger, or fuller, midship section. History proves that Webb was right. From the fall of 1850 to the summer of 1852, Webb oscillated in his ideas of the shape of the midship section of the clipper ships that he built. In July 1851, he launched the very fast *Comet* of 1,836 tons and 41 ft. 4 in. beam for Bucklin & Crane, New York, and she had a deadrise of only 27 in. The *Flying Dutchman,* however, of 1,257 tons and 38 ft. 6 in. beam, launched September 9, 1852, for George B. Daniels, New York, for some unknown reason (possibly the demand of the builders and their advising shipmaster) was given a deadrise of 36 in. When Webb drew the lines of his masterpiece, the *Young America,* in September 1852, this ship, also built to the order of George B. Daniels, New York, was given a deadrise of only 20 in. on a beam of 43 ft. 2 in. During the building of this 1,961-ton vessel (launched April 30, 1853), Webb freely stated that she was the best and fastest clipper that he had ever designed and built and was peculiarly adapted for the California trade.

Another famous clipper ship built in the New York metropolitan area that was given a big deadrise was the *Hurricane* of 1,608 tons, launched by Isaac C. Smith at Hoboken, N.J., on October 25, 1851. This extremely sharp ship had a deadrise of 40 in., with a half beam of 20 ft. In addition, her extremely sharp ends made her model more suitable for a yacht than for a merchant vessel, and she could not carry her registered tonnage in paying freight, although in seas and winds to her liking she was very fast.

It has been said that Donald McKay first applied the principle of double topsails and "the Forbes or Howes rig" in the building of the *Great Republic* and *Romance of the Seas,* which were rigged about the same time. (The *Great Republic* was launched first, but the *"Romance"* was finished and loaded with cargo first.) However, another historian has written that the *Reindeer* (launched June 9, 1849), "finest in model and strength McKay has yet built," was to be fitted with "Forbes double topsail rig." Both the clipper ship *R. B. Forbes* of 757 tons, launched by Samuel Hall on July 31, 1851, from his East Boston yard, and the bigger *Flying Childers* of 1,125 tons, launched from the same yard by the same builder on November 11, 1852—eleven months and twelve days before the *Romance of the Seas* was put in the water—were rigged, after the plan of Capt. Robert B. Forbes, with double topsails, the topmasts fidded abaft except on the mizzen. Richard C. McKay has said:

> The application of double topsails to large shipping was the greatest improvement of all time in the rig of square-rigged vessels, and to Captains Forbes and Howes (rival claimants for its introduction), the men of the sea owe a debt of eternal gratitude. Only those who followed the sea when single topsails were common can appreciate the inestimable value of double topsails. Previous to their use, seamen were constantly exposed to instant death in reefing the sails. Double topsails can be carried to the last minute in squally weather, because the upper topsail can be lowered and lie becalmed before the lower ones until a squall has blown over, and be reset without requiring a man to go aloft. Donald McKay's *Great Republic* originally carried Forbes' rig; the *Romance* and every other ship he afterwards constructed carried topsail yards and all the improved rigging appliances invented for use on sailing craft.

Capt. William F. Howes devised a further improvement on the Forbes double-topsail rig, and this was first tried out on the clipper ship *Climax,* built by Hayden & Cudworth, Medford, Mass., for Howes & Crowell, Boston, during the winter of 1852-1853. In the Howes rig (which was patented in 1854), the lower topsail yard was slung by a truss at the lower mast cap, and Captain Howes's adaptation and improvement on the Forbes rig was the double-topsail rig that came into general use during the mid-fifties and continued to be used as long as square-riggers were built, although Howes's name was seldom used in connection with it. It is interesting to note that when the *Climax* sailed in March 1853, with her double topsails fitted as per the Howes plan, it was said that this clipper ship of 1,051 tons (180 ft. long, 36 ft. beam, and 22 ft. 9 in. deep), fitted with a lower mainmast 79 ft. and a main lower yard 73 ft. long, was carrying a crew of only fourteen men and two boys, or about half the number that would have had to be carried if the ship had been rigged in the old style and with single topsails.

Capt. Eben Linnell, of the clippers *Eagle Wing* and *Flying Mist,* also invented a variation of the Forbes and the Howes double-topsail rig, which was used on several well-known ships.

The following table shows the length of the various parts and sections of the mainmast, and the length of the yards thereon, on several clipper ships launched during the years 1850-1854, arranged chronologically and comparatively and with certain ratios set forth:

	STAG HOUND		WITCHCRAFT	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	88	86	84	78
Main topmast	51	68	49	60
Main topgallant	28	53	28	47
Main royal	19	42	17	38
Main skysail	15	32	15	30

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	STAG HOUND		WITCHCRAFT	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Registered tonnage	1,534		1,310	
Beam—feet and inches	39- 8		39- 6	
Ratio: length of main lower yard to main lower mast	.98		.93	
Ratio: length of main lower mast to beam	2.22		2.13	
Ratio: length of main lower yard to beam	2.17		1.97	
Launched	Dec. 7, 1850		Dec. 21, 1850	
Builder	Donald McKay, East Boston		Paul Curtis, Chelsea, Mass.	

	GAME COCK		SOUTHERN CROSS	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	88	80	78	72
Main topmast	49	64	43	57½
Main topgallant	27	49	23	41
Main royal	18	39	15	30
Main skysail	14	31	12	20
Registered tonnage	1,392		938	
Beam—feet and inches	39		36	
Ratio: length of main lower yard to main lower mast	.91		.92	
Ratio: length of main lower mast to beam	2.26		2.17	
Ratio: length of main lower yard to beam	2.05		2.00	
Launched	Dec. 21, 1850		Mar. 19, 1851	
Builder	Samuel Hall, East Boston		E. & H. O. Briggs, Boston	

	WITCH OF THE WAVE		FLYING CLOUD	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	90	81	88	82
Main topmast	50	63	51	64
Main topgallant	28	48	28	50
Main royal	18	38	19	37
Main skysail	12	30	14½	24
Registered tonnage	1,498		1,782	
Beam—feet and inches	40		40- 8	
Ratio: length of main lower yard to main lower mast	.90		.93	
Ratio: length of main lower mast to beam	2.25		2.14	
Ratio: length of main lower yard to beam	2.02		2.01	
Launched	Apr. 6, 1851		Apr. 15, 1851	
Builder	George Raynes, Portsmouth, N.H.		Donald McKay, East Boston	

	CHALLENGE		NIGHTINGALE	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	97	90	77	71
Main topmast	54	71	45	57
Main topgallant	36	47	24	42
Main royal	24	35	15	32
Main skysail	19½	23	11	25
Registered tonnage	2,006½		1,060	
Beam—feet and inches	43		36	
Ratio: length of main lower yard to main lower mast	.93		.92	
Ratio: length of main lower mast to beam	2.26		2.14	
Ratio: length of main lower yard to beam	2.09		1.97	
Launched	May 24, 1851		June 16, 1851	
Builder	W. H. Webb, New York		Samuel Hanscomb, Jr., Portsmouth, N.H.	

	FLYING FISH		SOVEREIGN OF THE SEAS	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	88	80	92¾	90
Main topmast	46	64	54	70
Main topgallant	24	49	30	53½
Main royal	16	39	20	42
Main skysail	12	31	14	35
Registered tonnage	1,505		2,421	
Beam—feet and inches	39- 6		44	
Ratio: length of main lower yard to main lower mast	.91		.97	
Ratio: length of main lower mast to beam	2.23		2.11	
Ratio: length of main lower yard to beam	2.03		2.05	
Launched	Sept. 1851		June 1852	
Builder	Donald McKay, East Boston		Donald McKay, East Boston	

	QUEEN OF THE SEAS		WESTWARD HO	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	85	78	88	80
Main topmast	48	62	49	64
Main topgallant	26	47	27	48
Main royal	17	36	18	39
Main skysail			14	31
Registered tonnage	1,356		1,650	
Beam—feet and inches	38- 8		40- 6	
Ratio: length of main lower yard to main lower mast	.92		.91	
Ratio: length of main lower mast to beam	2.20		2.17	
Ratio: length of main lower yard to beam	2.02		1.98	
Launched	Sept. 18, 1852		Sept. 24, 1852	
Builder	Paul Curtis, Medford, Mass.		Donald McKay, East Boston	

	ROMANCE OF THE SEAS		LIGHTNING	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	81½	83	90	95
Main topmast	47	63	50	72
Main topgallant	25	45½	23	52
Main royal	16½	34	15	40
Main skysail	12½	28	13	32
Registered tonnage	1,782		2,084	
Beam—feet and inches	39- 6		44	
Ratio: length of main lower yard to main lower mast	1.02		1.06	
Ratio: length of main lower mast to beam	2.06		2.05	
Ratio: length of main lower yard to beam	2.10		2.16	
Launched	Nov. 15, 1853		Jan. 3, 1854	
Builder	Donald McKay, East Boston		Donald McKay, East Boston	

	CHAMPION OF THE SEAS		JAMES BAINES	
	Length in Feet		Length in Feet	
	Mast Main Lower	Yard Main Lower	Mast Main Lower	Yard Main Lower
Main lower	71	95	71	100
Main topmast	50	74	50	75
Main topgallant	27	51	29	54
Main royal	17	42	17	40
Main skysail			11	30
Registered tonnage	2,447		2,515	
Beam—feet and inches	45- 6		44- 9	
Ratio: length of main lower yard to main lower mast	1.34		1.41	
Ratio: length of main lower mast to beam	1.56		1.59	
Ratio: length of main lower yard to beam	2.09		2.23	
Launched	Apr. 19, 1854		July 25, 1854	
Builder	Donald McKay, East Boston		Donald McKay, East Boston	

Capt. Philip Dumaresq, after making one complete voyage on the *Bald Eagle,* was appointed to the command of the *Romance of the Seas.* The ship left Boston on December 16, 1853, on her maiden voyage, bound for California. Howe and Matthews write: "Three days previously the New York-built and owned clipper *David Brown* had taken her departure from that port, also on her maiden passage and for the same destination. Considerable money was wagered on the result of the runs of the two ships, both of which were the masterpieces of their respective builders." This is surprising, and it is doubtful as to whether any money was wagered on the "race" in New York, as the *David Brown* was a "Low ship," following Capt. "Nat" Palmer's ideas as exemplified in the *Houqua, Samuel Russell, Oriental,* and *N. B. Palmer,* and was built not as a Cape Horner but as a fast trader to run to China, India, California, or wherever paying cargoes were to be transported between any ports of the Seven Seas. The *David Brown* was built by Roosevelt & Joyce, a newly established firm (which had taken over the old Brown & Bell yard), and this was its first ship; so it is rather farfetched to say that she was "the masterpiece" of her builders. The *Romance of the Seas,* on the other hand, was admittedly designed and built to beat the *Flying*

Cloud (the then record-holder) or any other Cape Horner. Furthermore, as the *Romance of the Seas* was proclaimed as being built from the designs of her owner, George B. Upton, the vessel could not consistently be called "McKay's masterpiece." The facts are that the Lows thought that they had a good, fast ship in the *David Brown,* but she had not been built as a Cape Horn record-breaker, and they had no thoughts and made no claims in that direction. They loaded their ship deep, in New York, and sent her out under Capt. George S. Brewster to make a good passage and carry a good cargo to the Pacific Coast successfully and profitably. Brewster had been in command of the little *Ariel* of 572 tons in the China trade, but had no great reputation as a driver and seemingly had had no experience in the Cape Horn run—at least none on the modern clippers. On the other hand, the *Romance of the Seas* had been planned and built to be a record-breaker in the California trade, and in the opinion of the owner and of many impartial, disinterested authorities, the command had been given to one of the greatest driving, resourceful, and successful skippers (Captain Dumaresq) that had ever walked the quarter-deck of an American merchantman. The ship was loaded light. Although it was said that "there was some 2,000 tons of cargo aboard her," this was measurement tons and not deadweight, and the *"Romance"* went to sea drawing only 18½ ft. aft and somewhat less forward, being about 3 ft. lighter than her designed load draft. The *David Brown* was sent on a passage, in the usual way, to make money for her owners; the *Romance of the Seas,* after being groomed and conditioned like a race horse, was sent on her initial voyage in pursuit of glory and to make a speed record. The *Romance of the Seas,* with a fine 96-day 18-hour passage, and the *David Brown,* with a splendid run of somewhat over 99 days (said to have been 99 days 12 hours and also reported as 99 days 20 hours), arrived at San Francisco on March 23, 1854, within a few hours of each other. The accounts of these passages are given elsewhere, but the logs of the two ships give the *Romance of the Seas* a mileage of 15,154 nautical miles logged (an average of 156½ miles per day and 6.5 knots), and the *David Brown* traversed 16,167 miles (an average of over 161 miles per day and over 6.7 knots).

Nine clipper ships sailed from East Coast ports for California in December 1853 (or during the thirty-four-day period December 1, 1853, to January 3, 1854, inclusive), and the elapsed time of each of these passages was as follows:

Name of Clipper	Captain	Tonnage	Departure 1853	Length in Days from Clearance to Entry
TELEGRAPH	Harlow	1,069	Dec. 1, Boston (also stated Dec. 2 and 135 days; via Valparaiso)	136
AURORA	Brown	1,396	Dec. 3, Boston (via Rio de Janeiro)	128
GOLDEN FLEECE I	Freeman	968	Dec. 4, New York	127
DAVID BROWN	Brewster	1,715	Dec. 13, New York	100
ROMANCE OF THE SEAS	Dumaresq	1,782	Dec. 16, Boston	97
EAGLE WING	Linnell	1,174	Dec. 20, Boston	106
POLYNESIA	Watson	1,084	Dec. 24, New York	104
LOOKOUT	Joyce	1,291	Dec. 29, New York (also stated 127)	126
GAME COCK	Osgood	1,392	Dec. 29, New York	115

The average length of passage, clearance to entry, of the four westward Cape Horn runs commencing at East Coast ports during the twelve-day period December 13-24, 1853, was only 101¾ days, which suggests that all four clipper ships enjoyed very favorable sailing conditions.

During the entire month of March 1854 (and the thirty-six-day period February 28-April 4), six clipper ships entered the port of San Francisco from East Coast United States ports, and all six vessels dropped their anchors in the bay during eight of the last days of the month (March 23-30 inclusive). The following table gives a comparative record of these six ships and of their passages, which ended upon their arrival at the Golden City in March 1854:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Elapsed	Claimed
ROMANCE OF THE SEAS; 1853; 1,782	Dumaresq	Donald McKay, East Boston	Boston	Dec. 16	Mar. 23	97	96 days 18 hours
DAVID BROWN; 1853; 1,715	Brewster	Roosevelt & Joyce, New York	New York	Dec. 13	Mar. 23	100	99 days 20 hours (also stated 99 days 12 hours)
LIGHTFOOT; 1853; 1,996	Pierce	Jackson & Ewell, East Boston	New York	Nov. 30	Mar. 25	115	114
DASHING WAVE; 1853; 1,180	Fisk	Fernald & Pettigrew, Portsmouth, N.H.	Philadelphia	Nov. 26	Mar. 28	122	118 at sea
DON QUIXOTE; 1853; 1,429	Nott	Samuel Lapham, Medford, Mass.	Boston	Nov. 22	Mar. 28	126	126
SYREN; 1851; 1,064	Allen	John Taylor, Medford, Mass.	New York	Nov. 16	Mar. 30	134	131

The first five of these ships were "brand new" clippers, and four of them were built in New England—three in Greater Boston and one on the Piscataqua. It is reasonable to suppose that if there had been any "races" planned on these passages to California, the four New England-built ships (or at least the three Boston-built clippers), sailing on their maiden voyages, would have arranged friendly "races" with each other. Most, if not all, of what has been written about the "race" between the *Romance of the Seas* and the *David Brown* around the Horn to California (December 1853-March 1854) has originated in the imaginative minds of later-day marine writers.

Leaving San Francisco for Hong Kong, it would seem that Dumaresq, on the *"Romance,"* and Brewster, on the *"Brown,"* deliberately sought to sail together, and each hoped "to beat the other fellow" on the transpacific crossing. The ships sailed from San Francisco in company on March 31, 1854, and the log of the *Romance of the Seas* records that skysails and royal studding sails were set just outside the Golden Gate and were not taken in during the passage until entering the harbor of Hong Kong. Neither ship won the race, for they arrived at their destination and were at anchor within an hour of each other after a passage of 45 days. Leaving the Golden Gate, the *David Brown* took the lead, but the ships took different courses and were not in sight once during the one-and-one-half-month run. As the *Romance of the Seas,* moving with a favorable light breeze, approached Hong Kong, she saw the *David Brown* pointing for the harbor entrance from a different angle and evidently becalmed. The *"Romance,"* with what breeze there was, sneaked ahead of the *"Brown"* and got her mudhook down first; but, as was usual in such events, each ship claimed to be the winner, as the *"Romance"* got under way first off San Francisco by a bigger margin than she led when dropping her anchor in Hong Kong Harbor. The ships had, in fact, sailed a dead heat, and Captain Dumaresq of the *Romance of the Seas* was of that opinion.

Some writers have said that, continuing the voyage, the *David Brown* ran from China to London in 111 days; whereas the *Romance of the Seas* made the passage to the same British port in 103 days. This statement is deceiving and the implication false. The *Romance of the Seas* did not sail to England from the same port in China as did the *David Brown.* China is a very large country, with a coast line that is notorious for its erratic monsoons and frequently encountered adverse sailing conditions. Although the *Romance of the Seas,* with the clever and popular Captain Dumaresq in command, succeeded in picking up a cargo at Whampoa (Hong Kong), Captain Brewster had to sail some 850 miles up the China coast to Shanghai to find a cargo for his ship. The British records of these two ships on their tea runs from China to London are as follows:

Name of Clipper	Captain	Sailed		At Anjer (Straits of Sunda)	Arrival London 1854	Length of Passage in Days	
		China Port	Date 1854			Port to Port	Anjer to London
ROMANCE OF THE SEAS	Dumaresq	Whampoa	June 9	July 2	Sept. 21	104	81
DAVID BROWN	Brewster	Shanghai	July 11	Aug. 18	Oct. 28	109	71

The ships sailed a little over a month apart, primarily because the *"Brown"* had to sail upcoast to get a cargo. Sailing down the China Sea to Anjer, the *"Romance"* took 23 days from Whampoa (Hong Kong), but the *"Brown,"* having to travel the much greater distance and this under unfavorable sailing conditions, required 38 days, or fifteen days more to cover the much longer course (usually much longer in time required to traverse than in geographical distance). Clearing the Straits of Sunda, however, the *David Brown,* sailing the open deep-sea course down the Indian Ocean, around the Cape of Good Hope, up the Atlantic Ocean, and via the English Channel and the Thames estuary to London, covered the distance in ten days less time than the *Romance of the Seas.* The clipper *Queen of the East* (1,275 tons), with Capt. Freeman Bartlett in command, sailing from Shanghai the same day as the *David Brown* (July 11, 1854), did not dock at London until January 1, 1855, and her passage of 174 days, port to port, was sixty-five days longer than that of the *"Brown."* The Baltimore clipper *Architect* (Capt. George Potter)—supposedly an ideal size and type of ship for the China tea trade—sailed from Canton on July 9, or two days before the *David Brown* cleared from the much more distant port of Shanghai; but the *"Brown"* was at her dock in London two full days before the *Architect.*

Notwithstanding that the *Romance of the Seas* was beaten by the *David Brown* on her passage from Anjer to London (and, as a matter of fact, on her entire maiden voyage, New York-San Francisco-China-London, considering mileage and deep-sea sailing time), the *"Romance"* did some good sailing on her passage from China to London. She is reported to have covered 4,172 nautical miles in sixteen consecutive days, on seven of which (not consecutive) her average was 307 miles. The average mileage per day for the sixteen days was a scant 261 miles, and the average speed for two weeks and two days was 10⅞ knots. The *Romance of the Seas* and the *David Brown* never sailed together again. However, Captain Dumaresq expressed the opinion that the two clippers were "about as evenly matched for speed as two ships could possibly be," and he added, "Possibly the *Romance* has the edge on the California run and the *Brown* on the China run," which were the trades for which the respective vessels were built. Howe and Matthews, the Massachusetts historians, affirm that neither ship "had an advantage over the other in sailing ability," and they rightly add, "Both are considered as ranking among the fastest sailing ships ever built."

Captain Dumaresq relinquished his command of the *Romance of the Seas* in London when the ship was chartered for her second voyage to make a round from London to China. Capt. William W. Henry, formerly of the *Raven* and the *Skylark,* was appointed master. Freight had been very high for tea cargoes from China in 1854 (about £7 per ton to London and $24 to New York or Boston), and it was hoped that similar high rates would prevail in 1855. In 1854 fourteen American ships (twelve of them clippers) participated in the China tea trade to Britain, but in 1855 twenty-one American ships (twenty of them clippers or reputed clippers) loaded at Chinese ports with tea for England (all for London), and this number, with a larger available fleet of British ships, depressed freights and lowered the profits of the carriers. The *Romance of the Seas* made a good run of 99 days from Deal to Hong Kong. Returning, she made a very slow run and encountered adverse sailing conditions in general and only light winds where brisk trades were expected. She cleared Shanghai November 1, 1855, was at Anjer twenty-eight days later, but was 40 days from the Straits of Sunda to the Cape of Good Hope. She did not reach Deal (London) until March 7, 1856, after a passage of 127 days from Shanghai (reported as 126 days) and the very slow run of 99 days from Anjer. The ship *Narragansett* (Captain Edmonds), sailing from Shanghai in company with the *"Romance,"* did not reach London until April 5, 1856, or twenty-seven days after the *Romance of the Seas* had reached her unloading dock. The fast clipper ship *Swallow* (Capt. Benjamin W. Tucker) left Shanghai eight days after the *"Romance"* and trailed her at Deal by fourteen days, the *"Romance"* having made the passage in six days less time.

After crossing the Atlantic (22 days from the Lizard), the *Romance of the Seas,* with Captain Henry still in command, cleared New York to commence her third voyage on June 30, 1856. This was to be a voyage around the world sailing westward via California, China, and the Cape of Good Hope. The actual date of sailing is reported as July 3; the run to the Atlantic equator was made in 29 days. The ship passed through the Straits of Le Maire 56 days out. Encountering heavy gales and high seas off the Horn, the sharp-lined clipper shipped heavy seas and suffered some damage, including a broken steering gear, a smashed boat, and the loss of her figurehead. The Pacific equator was crossed when 90 days out, and the ship made land on the 110th day, but was

required to stand offshore and beat up to the Golden Gate. She reached the pilot grounds off the Farallones 112 days out and anchored in San Francisco Harbor on October 24, 1856, after a passage of 113 days under canvas and 116 days, clearance to entry. On this run, the log showed twenty-six days in which the distance traveled was less than 100 miles. The best day's run was only 244 miles (a speed of about 10⅛ knots), and the two poorest days were 27 and 30 miles, respectively. Her best sailing was in the South Atlantic, where she covered 2,006 miles in ten consecutive days (a speed of 8.36 knots).

This westward Cape Horn passage of the *Romance of the Seas* was the fastest of fifty made by clipper ships sailing from Atlantic ports to San Francisco during the 179-day period from April 8, 1856 (when the *North Wind* cleared New York and her captain reported, on arrival, a passage of 110 days, although time from clearance was 114 days and, it appears, was 115 days to recorded entry), to October 4, 1856 (when the *Flying Fish* left Boston and made a fast passage of 106 days). During this period of five months and twenty-six days, the only passage to challenge the 113-day run of the *Romance of the Seas* was that of the big Maine-built medium clipper *Euterpe* of 1,985 tons, which cleared New York May 30, 1856, and reached San Francisco on September 22 after a claimed passage of 112 days, but which was of 115 days from clearance (and actual departure from dock) to entry. (That the *Euterpe* made an unusually fast run is attested by the fact that during the day of her arrival at San Francisco, five other clippers sailed through the Golden Gate and reported passages as follows: *Thatcher Magoun,* 121 days; *Robin Hood,* 125 days; *John Elliot Thayer,* 130 days; *Nor'wester,* 131 days; and *John Gilpin,* 139 days.)

The average length of passage of the eight clipper ships clearing East Coast ports before the *"Romance"* (i.e., from June 2 to June 25) was 143½ days as reported and 147½ days according to clearance and entry records. The average length of passage of the eight clippers clearing such ports after the *"Romance"* (i.e., from June 30 to July 18) was 151 days as reported and 153½ days, clearance to entry. (One of the runs was the 205-day passage of the *Snow Squall,* with detention at Montevideo for repairs.)

Three other clippers cleared East Coast United States ports for San Francisco the same day as did the *Romance of the Seas* (June 30, 1856), and the record of their passages is as follows: *Neptune's Car* (Capt. Joshua A. Patten) arrived November 15, 1856, after a reported passage of 136 days (clearance to entry, 138 days); the *Intrepid* (Capt. E. C. Gardner) arrived November 26 after a reported passage of 146 days (clearance to entry, 149 days); and the *Northern Eagle* (Captain Hill) arrived December 15 after a reported passage of 168 days (clearance to entry, 169 days).

The following record shows the eight clipper ships and their passages, which were completed by arrivals at San Francisco from October 15 to November 6, 1856. These ships were the only clippers from Atlantic ports to sail through the Golden Gate during the thirty-nine-day period from September 27 to March 14, 1856, inclusive.

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1856		Elapsed	Claimed
ONWARD; 1852; 874	Luce	J. O. Curtis, Medford, Mass.	New York	May 6	Oct. 15	162	158
ROMANCE OF THE SEAS; 1853; 1,782	Henry	Donald McKay, East Boston	New York	June 30	Oct. 24	116	113
KATE HOOPER; 1853; 1,489	Jackson	Hunt & Wagner, Baltimore	New York	June 11	Oct. 25	136	131
NORSEMAN; 1856; 812	Haskell	Robert E. Jackson, East Boston	New York	June 10	Oct. 31	143	143
FEARLESS; 1853; 1,184	Manson	A. & G. T. Sampson, East Boston	Boston	June 25	Oct. 31	128	127
ARCHER; 1852; 1,096	Osgood	James M. Hood, Somerset, Mass.	New York	June 13	Nov. 5	145	144 (also 135)
B. F. HOXIE; 1854; 1,387	Crary	Maxson, Fish & Co., Mystic, Conn.	New York	June 5	Nov. 6	154 (stated also 152)	149
BLACK PRINCE; 1856; 1,061	Brown	George W. Jackman, Newburyport, Mass.	Boston	June 9	Nov. 6	150	150

Continuing around the world, the *Romance of the Seas* sailed across the Pacific in only 34 days and 4 hours. She left San Francisco November 17, 1856, and arrived at Shanghai on December 22. This is the second fastest passage on record between the ports. The record run was made by the Webb-built clipper ship *Swordfish* of 1,036 tons (Capt. Charles Collins) with a passage, from dropping pilot to anchoring off the entrance of Shanghai to await daylight, of 32 days and 9 hours (June 16-July 19, 1853). As an indication of how the American clippers in the early fifties were establishing new sailing records on the trade routes of the world, it is interesting to note that when the bark *Gallego* of 373 tons (built at Fairhaven, Mass., in 1847), with Capt. Thomas M. Johnson in command, arrived at Shanghai October 26, 1850, in 43 days from San Francisco, this performance established a new record between the ports; yet in less than three years, this record was lowered a full ten days by the new type of larger and sharper extreme clippers built in the United States in the early fifties. Continuing, the *Romance of the Seas* cleared Shanghai February 16, 1857, passed Anjer March 5, and arrived at New York May 27, 1857, after a passage of 100 days from Shanghai and 83 days from Anjer. The *"Romance"* had been absent from New York ten months twenty-four days on her voyage around the world, during which she had spent only 247 days at sea.

From July 3, 1857, when she cleared New York for Batavia, until October 10, 1860, when she was reported off Boston Light, the *Romance of the Seas* was engaged in the China and East India trade. During this period of three years three months seven days, the ship made two outward and two homeward passages, as follows: New York, July 3, 1857, to Batavia, September 28, in 88 days; Shanghai, March 20, 1859, to New York, June 22, in 94 days (74 days from Anjer and 46 days from the Cape of Good Hope). New York, August 11, 1859, to Hong Kong, December 6, in 116 days (84 days to Anjer); Manila, June 23, 1860, to Boston, October 10, in 109 days. On this last outward run to the Orient, the ship encountered very heavy weather in the China Sea.

On the run to New York from China in 1859, the *Romance of the Seas* of 1,782 tons was beaten by about two days by the little *Snow Squall* of 742 tons, built by Alfred Butler, Cape Elizabeth, Maine, in 1851. The record of the *Snow Squall* in the California trade was not good. She made three westward Cape Horn passages (135 days to Honolulu in 1852, 155 days to San Francisco in 1853, and 206 days to San Francisco via Montevideo—where she put in for repairs—in 1857). She was lost on an attempted fourth passage. In the China and tropical trades, the *Snow Squall* proved very fast, and in February-March 1856, she ran from New York to Rio de Janeiro in 29 days (also reported as 28 days). Cutler, in GREYHOUNDS OF THE SEA, tells of the 1859 race from China to New York of the *Romance of the Seas* and the *Snow Squall:*

> A very close match was sailed over the China course this year [1859] between the *Romance of the Seas* and the *Snow Squall.* It was Caldwell and the big McKay clipper against Captain Lloyd and Alfred Butler's masterpiece, a thousand tons smaller. The ships left Shanghai late in March when the monsoon was dying. Caldwell sailed on the 21st, followed the next day by the little white clipper.
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> The *Snow Squall* gained the first advantage, catching her opponent off Anjier on the 9th of April. In the strong trades of the Indian Ocean, the *Romance* pulled ahead again and passed the Cape of Good Hope May 7th, two days in the lead. The South Atlantic proved her undoing, however, for the *Snow Squall* gained four days on this leg, crossing the Line May 29th, two days ahead. They reached Sandy Hook in this order, the *Snow Squall* on the 22nd of June and the *Romance of the Seas* on the following day, 92 and 94 days, respectively, from Shanghai.
>
> They were not record passages, but it was not the month for records, and few ships have made better time over this route at this season of the year. No ship could have done as well if she were not a first class clipper sailed for all there was in her. The fine three skysail yarder *Malay,* ably commanded by Captain Wilcomb, very heavily sparred and carrying royal studding sails on the fore and main, left Shanghai exactly two weeks before the *Snow Squall,* and the two ships arrived at New York in company.

On December 28, 1860, the *Romance of the Seas* cleared Boston for her third westward Cape Horn passage to California (the last clipper ship sailing for the year and the last for what can be termed the real extreme clipper ship decade and era). She crossed the Atlantic equator when 25 days out, was at the Horn on the 50th day, and crossed the line in the Pacific when 80 days out. The ship enjoyed fine trade winds until she reached the latitude of 26° N. and was only three days of average sailing from her destination when 93 days out; from here on, however, she had exasperating light, contrary winds and required 12 days to cover a distance that Capt. Ashman J. Clough had hoped to negotiate in one-quarter of that time. The *"Romance"* arrived at San Francisco

April 13, 1861, after a passage of 106 days, port to port, and claimed as "something over 105 days." On this run, the ship had sailed very fast from the Atlantic equator to 26° N. Pacific.

A comparison of the clipper ship passages about this time is given elsewhere. There were six such sailings from East Coast United States ports. The conditions encountered for making good time were evidently excellent except for lack of wind in the North Pacific as the ships approached the Golden Gate. The *Morning Star* of 1,105 tons made the longest of the passages originating with December 1860 sailings, and her time, clearance to entry, was 122 days; but the reported length of run was 118 days (also stated as 116 days). Capt. Nathan F. Foster reported: "We were only 60 days from equator to equator, and if it had not been for light winds and calms as we approached California, would have made a two figure passage." The *Black Hawk* of 1,109 tons (Capt. B. P. Bowers) and the *Spitfire* of 1,520 tons (Capt. Samuel R. Leach) made very fine 107-day passages; but whereas the length of run of the *Spitfire* was only about a day longer than that of the *"Romance,"* the Maine-built ship took five days longer to run to the Pacific equator than did Upton's fast clipper. The *Talisman* of 1,238 tons (Captain Thomas), clearing New York December 18, 1860, made a reported 112-day passage (116 days, clearance to entry), and this ship reported a fast run of 83 days to the line in the Pacific, but encountered ten days of calms around Lat. 24° N. The *Golden Eagle* of 1,121 tons (Captain Swift), with the earliest of these December sailings, cleared New York December 5 and reported a passage of 110 days (113 days, clearance to entry). These six clipper ship sailings resulted in passages that averaged only 110 days as reported and 112 days according to records of clearances and entries.

The *Romance of the Seas* in 1861 made her first and only eastbound rounding of Cape Horn. She left San Francisco May 12, loaded with grain, and arrived at Queenstown, Ireland (where she had been instructed to stop for orders), August 13 after a splendid passage of 93 days. At the time, this was the second fastest run ever made from San Francisco to the British Isles. (The record had been made by the American clipper *Panama* of 1,139 tons, which sailed from San Francisco October 27, 1860—about six and a half months before the *"Romance"*—and arrived at Liverpool January 21, 1861, after a passage of 86 days and 17 hours.) From Queenstown, the *"Romance"* proceeded to Liverpool to discharge her cargo, following which she crossed the Atlantic, in ballast, to Boston and was ordered to New York. She arrived October 27, 1861, after an absence of ten months, during which time she had been 238 days under canvas.

Commencing her fourth and last westward Cape Horn run, the *Romance of the Seas* sailed from New York February 7, 1862. She was 20 days to the Atlantic equator and 18 days rounding the Horn. She crossed the equator on the 86th day and arrived at San Francisco on May 24, 1862, after a passage of 106 days, port to port. It was reported that the ship had been held up off the entrance to the Golden Gate by fog and that, in fact, the passage had been made in 102 days, with the run from the Pacific equator to the pilot grounds in 16 days.

The following table gives a comparison of the four westward Cape Horn passages of the *Romance of the Seas,* which indicate an unusually fine record for consistently fast sailing during the period of about eight and a half years:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days		Remarks
		Port	Date		Elapsed	Claimed	
No. 1	Dumaresq	Boston	Dec. 16, 1853	Mar. 23, 1854	97	96	Reported as 96 days 18 hours. 78 days to Pacific equator. 56 days equator to equator.
No. 2	Henry	New York	June 30, 1856	Oct. 24, 1856	116	113	Reported date of sailing, July 3, 1856. 90 days to Pacific equator. 61 days equator to equator.
No. 3	Clough	Boston	Dec. 28, 1860	Apr. 13, 1861	106	106	Reported as 105 days 20 hours. 80 days to Pacific equator. 55 days equator to equator.
No. 4	Clough	New York	Feb. 7, 1862	May 24, 1862	106	106	Was at the entrance to the Golden Gate 102 days out. 86 days to Pacific equator. 66 days equator to equator.

The average of the four Cape Horn westward passages of the *Romance of the Seas* was 106¼ days elapsed time and 105 days as claimed. The average time over various sections of the course was:

Average	to Pacific equator	83½ days
"	equator to equator	59½ "
"	New York to equator	24 "
"	equator to San Francisco	21½ "
Total —	Northern Hemisphere	45½ "

The *Romance of the Seas* crossed the Pacific, sailing from San Francisco June 7, 1862, and arriving at Hong Kong July 24 after a passage of 46 days. The ship then ran to Bangkok and back and, after loading at Hong Kong, sailed for San Francisco December 31, 1862. Here, the record of the ship abruptly terminates, for from the time that she dropped her pilot and cleared the China coast, not a record of any kind exists of the vessel or of the thirty-five men who were aboard her. In April 1863, the *Romance of the Seas* was officially posted as missing, and, later, insurance to the amount of $266,000 was paid on ship and cargo. It is a strange coincidence that the clipper ship *Bald Eagle* of 1,704 tons, constructed by the same builder (Donald McKay, East Boston) and the property of the same owner (George B. Upton, Boston), met the same fate, in the same waters, while sailing between the same ports. The *Bald Eagle* had left Hong Kong for San Francisco October 31, 1861, and similarly disappeared.

George B. Upton, of Boston, in addition to his complete ownership in and management of the big and fast extreme clipper ships *Bald Eagle* and *Romance of the Seas,* his partial interest in the *Reindeer* (800 tons), built in 1849, the *Stag Hound* (1,534 tons), built in 1850, and the ownership of a very small fraction in the *Flying Fish* (1,505 tons), built in 1851 (all these vessels being constructed by Donald McKay at his East Boston yard), was also part owner of the following five ships built during the years 1849-1862. Donald McKay was the builder of all these vessels and evidently the constructor of all the ships built for George B. Upton and his associates during the before-mentioned fourteen-year period.

			Dimensions in Feet Builder Measurements					
			Length					
Name of Vessel and Tonnage	Class	Launched	Over-all	Deck	Keel	Beam	Depth	Stated Owners
PLYMOUTH ROCK; 960	Transatlantic packet ship	Feb. 13, 1849	178	168	156	36½	21½	George B. Upton and Capt. Eben Caldwell, Boston
Capt. Eben Caldwell. Chartered by Train's Boston-Liverpool White Diamond Line.								
PARLIAMENT; 998	Transatlantic packet ship	Dec. 1849	182	170	160	37	22	George B. Upton and John M. Forbes, Boston
Capt. Albert H. Brown. Chartered by Train's Boston-Liverpool White Diamond Line.								
ABBOTT LAWRENCE; 1,498	Medium clipper	1855	215	205	195	39½	23½	George B. Upton, John M. Forbes, et al., Boston
Capt. Benjamin Hale. Built for general California, China, and East India trade.								
MASTIFF; 1,031	Medium clipper	Feb. 1856	190	180	165	37½	22½	George B. Upton, Boston. Sold to Warren Delano, New York
Capt. William O. Johnson. Burned at sea Sept. 10, 1859, on passage from San Francisco to Hong Kong.								
GENERAL PUTNAM; 1,300	A general trading ship of packet type	1861	202	192	182	39	23	George B. Upton et al., Boston
Built primarily for the transatlantic packet trade.								

The *Plymouth Rock,* although originally ordered (by Upton and Caldwell) and designed (by McKay) for transatlantic freighting business, was completed as a first-class passenger and cargo

sailing packet and, it was said, was "arranged in all her appointments equal to any packet ship of her size." She first sailed from Boston for Liverpool under charter to Train's line on March 5, 1849, the day of Zachary Taylor's inauguration. It is said that the *Plymouth Rock,* being deemed "a good and commodious emigrant ship," ran for a time on the Liverpool-Melbourne run and afterwards "engaged in various trades under different owners." Richard C. McKay writes of her: "It is related that in the seventies this vessel left Gravesend with 20 foremast hands, not one of whom could steer and but very few of them had ever been to sea before. Forty-two days later, when the *Plymouth Rock* reached New York, her mate had turned this gang of hoodlums into very fair seamen." The *Plymouth Rock's* best sailing was a run of 15 days from Boston to Liverpool. The end of the ship is uncertain, but she was still afloat and in service in 1891, when forty-two years old.

The *Parliament* seems to have been bought from Upton and Forbes by Enoch Train & Company, Boston. In August 1864, she was sold to the British and her name changed to *Magnolia.* Still later, under another foreign flag, she was known as the *Vasco da Gama;* she was lost in May 1878, when about twenty-eight and a half years old.

The *Abbott Lawrence* was a good carrier, but a rather slow sailer. She was used as a transient and general trader, and in May 1868, when thirteen years old, she was sold to Manila owners.

The *Mastiff* was soon sold by Upton to Warren Delano, New York. He had previously owned, among other ships, the fast bark *Vernon* of 307 tons, built at Medford, Mass., in 1839, and the bark *Gallego* of 373 tons, built at Fairhaven, Mass., in 1847, which lowered the transpacific record with a 43-day run from San Francisco to Shanghai in 1850. The *Mastiff* made two westward Cape Horn passages to California, as follows, under the command of Capt. William O. Johnson:

Departure		Arrival at San Francisco	Length of Passage in Days	
Port	Date		Elapsed — Clearance to Entry	As Claimed
Boston	Mar. 7, 1856	July 19, 1856	134	133
New York	May 11, 1857	Sept. 29, 1857	141	140

The *Mastiff,* while bound from San Francisco to Hong Kong and when only five days out, was burned at sea and destroyed on September 15, 1859. Fortunately, all the passengers and crew aboard, numbering (according to official reports) 181, were rescued by the British ship *Achilles* and taken to Honolulu, where they were landed September 27—seventeen days after the departure of the *Mastiff* from San Francisco and twelve days after the burning of that ship in the North Pacific. Richard Henry Dana, the author of TWO YEARS BEFORE THE MAST, was a passenger on the *Mastiff* bound from San Francisco to the Sandwich Islands, and the following are extracts from his notes of the ship, the voyage, and the calamitous destruction of the vessel by fire at sea. The 175 Chinese passengers aboard were returning to Hong Kong after laboring for several years in California.

September 10. Saturday, 10 A.M. Set sail in the noble clipper ship *Mastiff* for Sandwich Islands. This ship is bound to Hong Kong. Stops at Sandwich Islands to land mail and few passengers, and has one hundred and seventy-five Chinese steerage passengers on board. William O. Johnson, Master. His wife on board.

Beats out of harbor exceedingly well. Quick in stays. . . .

First three days of passage, the coast fogs and cold hold on. Then clear, fair, Pacific Ocean weather, and light winds.

Enjoy highly life in a sailing vessel. So much better than a steamer. No noise, no smell of oil, no tremor, as still as country after city; and the interest in the sails, winds, duties of seamen, etc. Become intimate with Captain Johnson,—seaman by birth, well educated; a library on board which cost some $1,200 or $1,500, and all other things to match—plate cutlery, furniture, provisions, etc.

The ship his home and his idol and chief subject of conversation. He owns one quarter of her, and took her from the stocks; built in Donald McKay's best manner.

Chief mate is Bailey, of New Bedford; second mate, Johnson, of Salem; third mate, a Frenchman, and crew of about twenty men. All newest fashions of rigging.

Interest myself and recall old times by watching working of ship and work on rigging. Songs of sailors. Go below; Chinese burn lamps and smoke. Captain Johnson forbids it.

September 15. Thursday. At about five P.M., quiet afternoon, good breeze, all easy and happy, work

going on. Captain Johnson, "Here, Mr. Bailey, fire in the ship!" Startled all; smoke immediately pours up after-ventilator and hatch. Call all hands aft. Rig hose to pump. Mates jump down the hatch aft, in the lazaretto, and smoke pours up in volumes, stifling. Officers spring up and report that between decks all on fire, and, having taken fire in lower hold, Captain Johnson immediately gives up all hopes of saving ship, and stops pumps, and all hands go to work in clearing boats for lowering. "Is there powder on board?" "Yes." Captain Johnson has gone below to get it. Magazine brought up and thrown overboard, and Captain Johnson armed with revolver. Chinese are alarmed, and rush for the boats; beat them back by belaying pins and threats and presenting pistol. Steward [Edward Trofater] shows presence of mind, and stands by captain. . . .

A British ship has been in sight the last two days, sailing with us. She is several miles astern. Set our ensign union down, and half mast, and back after yards. Captain Johnson asks me to see his wife safely in boat. She goes over side on rope. Chief mate and I help her in. Chinese rush for the boat; beaten back; take in Chinese rower, cabin passengers, and few Chinamen, who rush in. Excellent boat. Second mate takes command; four oars, and I help at one. Pull over two miles and put all safely on board the English ship. Ship *Achilles* bound to Sydney. . . .

Soon two more boats come from the *Mastiff,* each full of Chinamen; one in charge of third mate, other has no officer, so I volunteer to take charge of the boat with a steering oar. Pull for the *Mastiff.* Smoke pouring out, but flames not burst out yet. Put her alongside, and take in Chinese hanging from the sails and ropes and chains. Great noise and attempts to get in, but as they cannot swim are afraid to jump in. Keep boat well off and get her full. Men lie in bottom, and crouch down. Order them aft. Gentle, and ready to obey. Put them all safely on board the *Achilles.* My boat leaks, and keep one hand bailing. Put off again for the *Mastiff.* Five boats now employed—four of *Mastiff,* and one of the *Achilles,* under charge of her second mate. These boats all flying to and fro. Remarkable that with the alarm, and so many (one hundred and seventy-five) ignorant, useless men, not knowing our language, unaccustomed to boats, struggling for life, we should have launched every boat safely, none swamped or stove, and loaded, transported and put on board all—every one—without an accident.

When got alongside last time found all the Chinese had been taken off. Boats now take off baggage of passengers and crew. We had taken none before, Johnson afraid to leave the deck and boats lest Chinese take them.

Steward saves all my luggage, with trifling exceptions, as it was all in my room on deck, and that was to windward. Nothing could be got from below and from lee side. Sailor's house being on deck, save most of their clothes. Captain Johnson saves the specie, $76,000. in gold, in boxes, and chief mate takes it to the *Achilles;* also two chronometers. . . .

Captain Johnson says all between decks a mass of fire, and will soon burst out through deck. Cannot get out long boat. Been trying it while we were in boats—too few men, and now of no use. All other boats out, and nothing more can be got from deck. Has been trying to get at the bread, but cannot cut through the deck. (Carpenter of no use, has seemed to lose his powers.) Nor could it have been done, as too near fire. Nothing more can be done. My boat is full of luggage and push off again; put all safely on board. Two boats remain by side of the *Mastiff,* and Captain Johnson, the chief mate, steward, are the last to leave her. . . .

Flames burst out through deck at mainmast. Now nearly dark, and flames glow over the ocean. . . . Two figures on the quarter deck. Now disappear, and the last two boats come off. Captain Johnson comes on board, and the poor, noble *Mastiff* is abandoned. Flames mount the rigging, catch the sails, and all a mass of fire. Main and mizzen mast fall. Foremast stands long, then drops, and only a burning hull.

Capt. Eben Caldwell, who was a part owner with Enoch Train, as well as commander, of the transatlantic packet ship *Washington Irving* of 751 tons (launched by Donald McKay September 15, 1845), was a partner with George B. Upton in contracting with McKay for the building of the *Plymouth Rock* of 960 tons. This vessel was launched February 13, 1849, and under the command of Capt. Eben Caldwell was operated under charter to Train & Company in the Boston-Liverpool packet service for several years. When George B. Upton built the medium clipper *Abbott Lawrence* of 1,498 tons at McKay's East Boston yard in 1855, Capt. Eben Caldwell and John M. Forbes were his partners.

John Murray Forbes (1813-1898) was one of Boston's most prominent merchants during the 1840's and the clipper ship decade that followed. Although he was interested in ships, he did not play as important a part in the development of the American merchant marine in the fifties as is popularly supposed. John M. Forbes, at the age of seventeen, went to China to work in the Canton office of Russell & Company. When only twenty years old, he was, to an important degree, conducting the business of that firm and was the confidential agent of Houqua, the Chinese merchant. Young Forbes returned to the United States and was married in 1834. Going back again to Canton, he was made head of the house of Russell & Company at the age of twenty-one. Forbes retired from the business about 1837 and, upon arrival in Boston, found the United States in a business depression. He founded the firm of J. M. Forbes & Company, Boston, and engaged in mercantile

and shipping business, but soon became interested in railroads, the purchase and sale of securities, as well as politics and public affairs. Indeed, during the clipper ship decade, John Murray Forbes was much more interested in railroads and the country's internal development—especially of the Middle West—than he was in shipping and foreign trade.

The following list gives the most important vessels that John M. Forbes owned or was interested in as part owner:

Name of Ship and Year Built	Builder	Tonnage	Dimensions in Feet and Inches			Stated Owners and Remarks
			Length	Beam	Depth	
AKBAR; 1839	Samuel Hall, East Boston	643	148-10	30- 7	18	John M. Forbes, Samuel Cabot, Daniel C. Bacon, and Joshua Sears, Boston. Packet China trade. Condemned and sold Valparaiso, June 14, 1855.
PAUL JONES; 1842	Waterman & Ewell, Medford, Mass.	624	144- 6	30- 8	18	John M. Forbes, Robert B. Forbes, Daniel C. Bacon, and Russell & Co., Boston and Canton. Packet China trade.
AMITY; 1843	John Currier, Jr., Newbury, Mass.	499	134	28- 5	14- 2½	Robert B. Forbes, John M. Forbes, et al., Boston. Original owners were Lunt, Currier, Pike, and the Choates. Packet China trade.
REINDEER; 1849	Donald McKay, East Boston	800	156- 6	33- 5	22	George B. Upton, John M. Forbes, Sampson & Tappan, Boston. Packet China trade. Wrecked in South Seas, Feb. 12, 1859.
PARLIAMENT; 1849	Donald McKay, East Boston	998	170 deck	37	22	George B. Upton, John M. Forbes, et al., Boston. Transatlantic packet. Chartered by Boston-Liverpool White Diamond Line.
RACE HORSE (bark); 1850	Samuel Hall, East Boston	530	125	30	16	John M. Forbes (also recorded as I. Goddard & Co., Boston). A fast clipper bark built for China trade. Went missing in North Atlantic, Feb. 1865.
FLYING CHILDERS; 1852	Samuel Hall, East Boston	1,125	183- 9	36- 4	22- 6	John M. Forbes and Cunningham Bros., Boston. Medium clipper ship. Sold to S. G. Reed, Boston; resold in 1863 to British and renamed GOLDEN SOUTH.
ABBOTT LAWRENCE; 1855	Donald McKay, East Boston	1,498	202- 6	39-11	24- 4	George B. Upton, John M. Forbes, Capt. Eben Caldwell, et al., Boston. Medium clipper; general trader. Built for California, China, and East India trade.
FLORENCE; 1856	Samuel Hall, East Boston	1,045	171- 7	36- 6	22- 6	John M. Forbes, Robert B. Forbes, and Capt. Philip Dumaresq, Boston. Medium clipper ship. Sold in Dec. 1862 to British and renamed HYPATIA. Stranded and lost 1888 as Norwegian bark.

The *Akbar,* on her first voyage under Capt. James Watkins, went out to Canton in the very good time of 109 days, beating up the China Sea against the northeast monsoon.

The *Amity* of 499 tons, built at Newbury, Mass., in 1843, should not be confused with the historic ship of the same name built by Forman Cheeseman, New York, in 1816 for Francis Thompson et al., New York. She was one of the pioneers in the forming of the Black Ball Line in 1818—the first of all packet lines to be operated (as far as sailings were concerned) on an advertised and maintained schedule. The *Amity* of transatlantic fame was of 382 tons register and was about 28 ft. shorter than the China packet *Amity,* built a quarter of a century later in Massachusetts, although each ship had the same beam of 28½ ft. The old *Amity* was noted for her sturdiness and seaworthiness; the later *Amity* was faster and more suitable for service in the Cape of Good Hope, Indian Ocean, and China Sea service.

The *Paul Jones* was a full-built ship and was said to be "a good cargo carrier," being considered by Capt. R. B. Forbes "about as fine a specimen of a merchant ship as could be built in America" at the time of her construction. She was launched in 1842 by Waterman & Ewell, Medford, Mass., and was constructed under order of certain members of the Forbes family with the co-operation of Russell & Company, of Canton, China, and Boston. Capt. Robert B. Forbes was mainly responsible for most of the essentials in the design of the *Paul Jones* and took the full responsibility for rigging the new East Indiaman. Pictures of the *Paul Jones* show a vessel with double topsails, following the Forbes idea; but whether or not this was the original rig of the vessel is unknown, although it probably was, as the Forbes rig is known to have been put on the topsail schooner *Midas* in 1841, the year before the *Paul Jones* was built. However, Captain Forbes was responsible for the fact that the *Paul Jones* was fitted with Robinson's screw steering apparatus (one of the very first vessels so fitted). Its use became popularly termed "steering by machinery." The first commander of the *Paul Jones* was Capt. Nathaniel B. Palmer. It is said that, like many an old seaman, he was very suspicious of such an innovation as the screw steering gear and insisted upon having a common wheel put aboard, when he assumed command, in the event of the failure of "the patent gear." However, Captain Palmer had no difficulties with the screw steering apparatus and, after experience with it, was enthusiastic in its praise.

The *Paul Jones* commenced her maiden voyage by sailing from Boston on January 15, 1843, for China. She was 26½ days to the equator (crossed in Long. 25° 41′) and off the Cape of Good Hope 54 days out. She reached the Straits of Sunda on April 10 (88 days out) and arrived at Hong Kong on May 6, 1843, after a passage of 111 days, during which the ship logged 13,289 miles. After making one voyage in the *Paul Jones,* Captain Palmer handed over the command to Capt. James T. Watkins, in order that he could superintend the building of the *Houqua* of 583 tons, built by Brown & Bell, New York, and launched May 3, 1844, for the account of A. A. Low & Bro., New York. One of the part owners in this ship was Capt. "Nat" Palmer, who was also the designer, had charge of the rigging, and was her first commander. On the return home from China under Captain Palmer, the *Paul Jones* did some good sailing, as she left Anjer August 1, 1843, and reached New York October 19 after a passage of only 79 days (her best day's run, in the southeast trades, 266 miles).

On her second passage home from China, the *Paul Jones,* under Captain Watkins, left the Canton River September 28, 1844, and reached New York January 18, 1845, after a passage of 112 days from China and 83 days from Anjer. The ship, with Captain Watkins still in command, sailed from New York October 13, 1847. She was at the line in 31 days, at the meridian of the Cape in 57 days, passed St. Paul's Island 70 days and Sandalwood Island 86 days out, and anchored at Hong Kong on February 4, 1848, after a passage reported as 113 days (total distance logged, 16,554 miles). Her best day's run was 252 miles, and the average of her best ten days was 214½ miles. Returning, the *"Jones"* cleared Canton on March 2, was through the Straits on April 5 (when 34 days out), and reached the Cape of Good Hope 32 days from Java Head (best day's run, in the trades, 253 miles). New York was reached on June 20, 110 days from Canton and only 76 days from Anjer.

On her next voyage, the *Paul Jones,* commanded by Capt. Joseph R. Gordon, grounded on the west side of the Straits of Gaspar; but after a considerable portion of her tea cargo was jettisoned and the ship listed, the *"Jones"* was brought off without sustaining any appreciable damage and proceeded on her way to New York. Bearing upon this incident, however, there is a letter of interest written on May 21, 1848, by Captain Watkins (who had taken over the opium clipper *Antelope*), which says:

> On May 6, Lat. 1° 33′, Long. 107° 17′, we fell in with hundreds of tea chests. I sent a boat and an officer to ascertain what ill-fated ship they were from, and very soon my worst fears were realized, for the packages were marked *Paul Jones.* Our only child was a passenger in her, and we naturally feared the worst, so that you can imagine our feelings. I subsequently learned that he was all right and that he had been on shore at Anjer with Captain Gordon. I learned there that my dear old ship had not sustained any damage and that she had been on shore near Gaspar Island.

Capt. Joseph R. Gordon, who commanded the *Paul Jones* on this unfortunate voyage, was in command of the clipper ship *Memnon* of 1,068 tons (built in 1847 by Smith & Dimon, New York) when she was lost in Gaspar Straits in the fall of 1851 and became a total loss.

The *Paul Jones* continued in service until 1887, when, after loading at Melbourne, Australia, she sailed and was barely outside Port Phillip Heads before she caught fire. She was eventually abandoned off the Otway, her crew being taken off by the British ship *Antiope.* It was generally felt that the ship had been set on fire by some of her crew, who were described as "a mixed lot of shanghaied deadbeats."

John M. Forbes also had an interest in the old transatlantic packet *Great Britain* of 725 tons, built in 1826 by Brown & Bell, New York, for Jeremiah Thompson. In a letter to his cousin, Paul Siemen Forbes, who had taken over the reins of Russell & Company, Canton, John M. Forbes wrote under date of May 31, 1848:

> I forgot to write you about the *Gr. Britain.* When she arrives, if the orders are positive to buy her in, which I think they are, we shall do so; if discretion is given, I think we shall use it to get you clear of her, for I feel quite strongly that your policy is to keep clear of ships except a station ship and perhaps a clipper or two. If we had funds of yours to load her with cotton that would be her best operation and she would make a good store ship, but still I have a prejudice against your being concerned in too many ships.

John M. Forbes wrote his cousin Paul (who had an official as well as a business position in China, being the American Consul General in Canton) on September 30, 1846:

> I think it may be very possible I may be ready to build a 700 ton ship with you say 7 months thence when I shall get an answer to this. She should be sharp in the ends—sharper than the *Paul* [*Jones*], a foot or two wider and capable of carrying 1,400 tons of cargo. Such a ship I think (cutting off jimcracks) may be built for $45,000 coppered—and say for leeway and outfits for a long voyage 50,000—but I don't know how I shall feel then.

A month later, on October 31, 1846, John M. supplemented his September 30 letter to Paul S. Forbes and wrote:

> If, however, you feel disposed to take a quarter or more of a new ship, to be an improvement on the *Paul,* send word and I think I shall get up one to replace the *Akbar* which I intend to sell. With two good ships in the trade for spring and fall, I think money could be made—and that would be about all the shipping I should care to own. I don't recommend this, but merely suggest it in case you have a fancy for a piece of a ship.

On October 3, 1848, John M. Forbes wrote his cousin at Canton: "Your new *Ariel* spec. will pay a trifle, which is a pity. You ought to lose whenever with your splendid coms business you spend your funds on buying goods. I wish you would send me one half a million dollars to invest in Michigan R.R. 8% Bonds and other such securities." John M. Forbes here definitely shows his great interest in railroads and in investment securities rather than in the ownership and operation of ships. The *Ariel* that he refers to would seem to have been a ship of 572 tons, built by Currier & Townsend, Newburyport, in 1846 (stated owners, Minot & Hooper, of Boston). The *Ariel* was evidently a fast ship, for on February 17, 1851, she arrived at New York in 90 days from Canton and only 39 days from the Cape of Good Hope and 17½ days from the Atlantic equator. (This ship was sold at Shanghai in 1857.)

It would seem that whereas John M. and Robert B. Forbes were partners with George B. Upton and other Boston merchants and investors in the ownership of certain ships, when the initiative and majority control was with the Forbeses, they went to Samuel Hall, of East Boston, to build for them, but when Upton took the lead in promotion and managed the ship, the vessel would always be built by Donald McKay at his East Boston yard. Apparently, the ship that John M. Forbes planned to build, according to his letters of September and October 1846, was not constructed. In 1847, Forbes was affirming that freights were too low to make the ownership of vessels attractive, and on November 24, 1847, he wrote his cousin at Canton: "Freights are and will be low—and I could probably get a ship to take out cotton and carry home China goods at $20 per ton for the round voyage port charges paid." John M. Forbes was primarily a merchant, as far as the China trade was concerned, and sought to make money on commission business and not as a shipowner in the transporting of goods. On January 27, 1848, he wrote:

> I would never send any business to a house (except for personal considerations) who were engaged in business in any way either as shippers or freights. Suppose I put a ship out wanting freight and did not make a bargain. I should have reason to fear that she would go empty while any freight they could

command or get hold of on the market would go to fill the tonnage they were encumbered with. Or suppose I send an order for goods to be bought at discretion and shipped on freight. I should not venture to send it to a house who might want any freight to fill their ships.

Evidently, George B. Upton influenced John M. Forbes to take a fraction of the 800-ton *Reindeer* (which Upton was promoting and disposing of, in part, to friends), and this investment probably took the place of the 700-ton sharp-ended ship that Forbes talked about in the fall of 1846. On January 23, 1849, following the news of the gold find in California, with its immediate great complication of shipping problems, John M. Forbes wrote:

The fever takes so many ships away that I think ships will be enhanced in value until the Gold Haulers begin to return. 80 ships are up for California, and if the accounts continue I think 200 to 300 will go and how can they get back? So there is reason to think ships will continue high here and there is danger of there being too plenty with you.

However, in early 1850, John M. Forbes was seemingly influenced by the demand for fast sailing tonnage due to trade expansion with California, for on April 9, 1850, he wrote his cousin: "I have spent morning with Hall and have pretty much agreed with him upon a contract at 31,000 complete with one suit of sails—not coppered but he to put copper on—in stocks or in dock as we please—32 foot cabin." On July 2, 1850, he wrote: "The Barque must have some ballast. What do you think of putting 30 tons hard coal on board—it will be what she wants for California, and for Canton would not be amiss." This vessel, evidently contracted for by John M. Forbes with Samuel Hall, of East Boston, was the small bark *Race Horse* of 530 tons, a diminutive craft for the period and absurdly small for the Cape Horn trade. Whereas John M. Forbes was the original owner and made the contract with Hall for building, early records state I. Goddard & Company, Boston, as owner. In the same year that Samuel Hall built the clipper ships *Surprise* of 1,261 tons for A. A. Low & Bro., New York, and the *Game Cock* of 1,392 tons for Daniel C. Bacon, of Boston, he constructed the little clipper bark *Race Horse* of 530 tons for John M. Forbes. It seems surprising that Forbes, after feeling in September 1846 that a 700-ton ship was the proper size to build for the China trade, should contract for the construction of a vessel of only about 500 tons in April 1850, or some three and a half years later, when the demand—particularly for ships making the Cape Horn run—was for vessels of a minimum tonnage of twice that of the new bark. Little is known of the *Race Horse*. She did make a remarkable run on her first, and seemingly her only, westward Cape Horn passage to California. With Capt. David S. Babcock in command, the *Race Horse* cleared from Boston August 4, 1850, and reached San Francisco November 24, 112 days from clearance to entry, but after a passage reported as 109 days and only 94 days 14 hours from land to land. Captain Babcock said that, 52 days after sailing, he was 20 miles south of Cape Horn, and on November 20, or the 108th day out, his log reads: "At 11 P.M. made the Farralones Rocks, one hundred and eight days from Cape Cod Light. So Ends."

The *Flying Childers* of 1,125 tons was built by Samuel Hall, East Boston, in 1852 (launched November 11) for the joint account of John M. Forbes and Cunningham Bros., Boston, but Forbes placed the contract with Hall. (Later, Cunningham Bros. built two clippers for its own account—the *Norseman* of 812 tons and the *Endeavor* of 1,137 tons, built by Robert E. Jackson at East Boston in 1856.) The *"Childers"* was described when built (during the height of the demand for sharp-lined "extreme" clippers) as a "medium" clipper. She was sharp-ended for a Forbes ship, but was "a fair carrier" and proved to be "a fine sailer." The ship had 18 in. deadrise and only 30 in. sheer and was fitted with Capt. Robert B. Forbes double topsails, fidded abaft except on the mizzen.

On her maiden voyage, the *Flying Childers* left Boston December 18, 1852, under the command of Capt. Jeremiah D. White. She ran to the equator in 23 days, was at 50° S. Atlantic in 51 days, took 12 days to round Cape Horn, was 28 days in the South Pacific, and crossed the equator 91 days out. She was off the Farallones and on the pilot grounds on April 7, 1853, when 110 days out, but was detained by the weather and did not anchor in San Francisco Harbor until April 10, making the completed passage 113 days. Continuing, the *"Childers"* sailed from San Francisco April 30, was at Honolulu May 15, and reached Shanghai June 16, 1853, 47 days from San Francisco and 32 days from Honolulu. The ship then proceeded to Manila and thence was 8 days to Hong Kong. She cleared Whampoa for London with tea on November 9, 1853, sailed the next day, was at Anjer December 1, reached Deal February 20, 1854, and was at her unloading dock

at London three days later. She made about the best run of the year of the clippers in the Britain-China tea trade; viz., 102 days from Whampoa to Deal.

Capt. John M. Cunningham then assumed command and took the *Flying Childers* to Cronstadt, Russia, and returned to Boston on June 30, 1854, via Elsinore (May 25) and the Downs (June 3). The ship then recrossed the Atlantic to England and sailed from London October 24 for Hong Kong, arriving out on February 18, 1855, after a passage of 117 days. Loading at Shanghai for New York, the *"Childers"* sailed on July 18, passed Anjer August 8, and reached her port of destination November 2, 1855, after a good passage of 107 days from Shanghai. The next year was spent in the transatlantic trade. On January 5, 1857, the ship left Hampton Roads for Melbourne, arriving out April 2 after a passage of 87 days. The *"Childers"* then proceeded to Manila, where she loaded for New York, arriving after a passage of 128 days. In 1858 the vessel, then about six years old, was sold at New York for $53,000, or $47 per ton, which was a good price considering the depression and the overbuilding of floating tonnage during the first half of the fifties.

The *Flying Childers* cleared Boston for San Francisco on January 22, 1859, but according to the ship's log, she did not sail (Captain Horton in command) until January 30. She ran to the Atlantic equator in 24 days, was at the Horn 52 days out, and reached San Francisco on May 28, 1859, after a passage of 118 days, reported as 117 days (clearance to entry, 126 days). Continuing to the westward around the world, the *"Childers"* crossed the Pacific from San Francisco to Hong Kong in the good time of 44 days and, after loading at Foochow, made "a nice run" of 112 days to New York.

On her third westward Cape Horn passage, the *Flying Childers* cleared New York September 8, 1860, and sailed, with Captain Horton still in command, on September 12. This proved to be a stormy passage. She was 37 days to the Atlantic equator, passed Staten Island on the 63rd day, and ran into terrific westerly gales off Cape Horn. It was said that "everything movable was washed away." The Pacific equator was crossed when 95½ days out. The ship's log says that the run from the line to San Francisco was made in 19 days. The entire passage occupied only 114½ days, which was a splendid run, considering the sailing conditions encountered. The date of entry at San Francisco is recorded as January 6, 1861, which figures 120 days elapsed time, clearance to entry, and 116 days from sailing to entry. Howe and Matthews say of the *Flying Childers* on this passage: "In latitude 30° North, Atlantic, was several days in company with the *Aurora* and off Rio was close to the *Webfoot* a number of days. Off the Horn she spoke the *Ringleader,* the latter arriving at San Francisco two days ahead of the *Childers,* which, in turn, dropped anchor 12 days before the *Aurora* and 18 days ahead of the *Webfoot.*" The ships' records show that both the *Ringleader* and the *Flying Childers* made passages of 115 days and that the *Flying Childers* sailed from port and arrived at San Francisco two days after the *Ringleader.* The ships met off the Horn, and the *Flying Childers* crossed the Pacific equator when 95½ days out and the *Ringleader* on the 98th day. Evidently, the *Ringleader* enjoyed splendid, strong and favorable winds on the run from the line to the Golden Gate, for she covered this part of the course in only 17 days, or two days better time than the good 19-day run of the *"Childers."*

The following table gives a comparative record of the first three westward Cape Horn passages of the *Flying Childers,* which originated at an East Coast port during the clipper ship decade, which can be said to have ended December 31, 1860. The particulars of the ship and her sailing performance on each passage are set forth comparatively with the sailings of the four clipper ships that cleared an East Coast United States port on dates that most closely approached the clearance of the *Flying Childers:*

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed	Claimed
JOHN STUART; 1851; 1,654	Ferris	Perrine, Patterson & Stack, New York	New York	Dec. 17, 1852	May 4, 1853	138	134
FLYING CHILDERS; 1852; 1,125	White	Samuel Hall, East Boston	Boston	Dec. 18, 1852	Apr. 10, 1853	113	113 (110 to Heads)

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed	Claimed
RED ROVER; 1852; 1,021	Putnam	Fernald & Pettigrew, Portsmouth, N.H.	New York	Dec. 18, 1852	Apr. 19, 1853	122	117 net
			At Juan Fernandez two days.				
ROMAN; 1850; 775	Hepburn	George Raynes, Portsmouth, N.H.	New York	Dec. 18, 1852	Apr. 17, 1853	120	115
PEERLESS; 1852; 1,100	Bacon	A. & G. T. Sampson, East Boston	Boston	Dec. 19, 1852	July 20, 1853	213	207
			(via Valparaiso; also recorded as a 210-day passage)				
HORNET; 1851; 1,426	Mitchell	Westervelt & Mackey, New York	Boston	Jan. 18, 1859	May 28, 1859	130	128
FLYING CHILDERS; 1852; 1,125	Horton	Samuel Hall, East Boston	Boston	Jan. 22, 1859	May 28, 1859	126	117
			(sailed Jan. 30)				
SWEEPSTAKES; 1853; 1,735	McGill	D. & A. Westervelt, New York	New York	Jan. 23, 1859	May 8, 1859	105	105
LOOKOUT; 1853; 1,291	Sherwood	Chase & Davis, Warren, R.I.	New York	Jan. 24, 1859	May 17, 1859	113	112
NORTHERN EAGLE; 1854; 665	McKinney	Andrew Burnham, East Boston	New York	Jan. 25, 1859	Aug. 1, 1859	188	188
					via Rio de Janeiro		
AURORA; 1853; 1,396	Clough	John Taylor, Chelsea, Mass.	New York	Aug. 30, 1860	Jan. 19, 1861	142	139
WEBFOOT; 1856; 1,091	Hedge	Shiverick Bros., East Dennis, Mass.	New York	Sept. 8, 1860	Jan. 24, 1861	138	134
FLYING CHILDERS; 1852; 1,125	Horton	Samuel Hall, East Boston	New York	Sept. 8, 1860	Jan. 6, 1861	120	114½ (115)
			(sailed Sept. 12)				
RINGLEADER; 1853; 1,156	Matthews	Hayden & Cudworth, Medford, Mass.	Boston	Sept. 10, 1860	Jan. 4, 1861	116	115
OCEAN TELEGRAPH; 1854; 1,495	Little	J. O. Curtis, Medford, Mass.	New York	Sept. 22, 1860	Jan. 30, 1861	130	125

The reputed medium clipper SHIRLEY (Captain Brown) left Boston Sept. 15, 1860, and reached San Francisco Feb. 23, 1861—a passage of 161 days (reported 160 days).

Following her third westward Cape Horn passage, the *Flying Childers* made her first run around the Cape eastbound. She left San Francisco, wheat laden, on February 3, 1861, and reached Liverpool on June 3 after a passage of 120 days. (She loaded 1,355 short, or 1,209 long, tons of wheat, which is 1.08 times her registered tonnage old measurement.) On her fourth and last westward passage to California, the *"Childers"* left Boston October 27, 1861, under command of Capt. William Lester, and was 131 days to San Francisco. Continuing westward, the ship was 54 days to Hong Kong and, after loading at Manila, made a passage of 112 days to London, arriving there on December 18, 1862. The following month, the *Flying Childers* was sold for £5,050 sterling (about $22 per ton for a ship over ten years old) to Mackay, Baines & Company, of Liverpool, renamed the *Golden South,* and put in the Australian service as a Black Ball liner. When sold at London (January 1863), the reported American owner of the ship was S. G. Reed, of Boston. In late years, the vessel was cut down to a coal hulk and was in use in this capacity at Port Jackson, Australia, for many years until she was destroyed by fire.

The *Florence* was a good-carrying and fast ship, classed as a medium clipper, which was built by Samuel Hall, East Boston, to the order of John M. and Capt. Robert B. Forbes and Capt. Philip Dumaresq (of *Surprise, Bald Eagle,* and *Romance of the Seas* fame). Captain Dumaresq, who had been associated with the Forbeses and their friends for many long years, had practically retired from the sea at the end of 1854, but the tragic loss of his wife and daughter caused him to become interested, with his friends, in the building of the 1,045-ton *Florence* (launched February 23, 1856). Dumaresq not only superintended the building and the rigging of this ship but also took over the command of her. He remained in her until April 1859, when he turned the ship over, in London, to Capt. E. D. Wadsworth and at fifty-five years of age retired permanently from the sea. (Captain Dumaresq, during a trip on the steamer *Empire State* from Boston to New York

in June 1861, fell overboard and was drowned.) Of all American shipmasters, none stands higher in the record of achievement as a competent navigator, a courageous and resourceful driver, a shrewd businessman, and a reliable, sterling character than Philip Dumaresq, of Swan Island, near Richmond, on the Kennebec River, Maine. He went to sea (for his health) when sixteen years of age and so loved the life, its opportunities, variety, responsibilities, and the possible inner satisfaction from achievements that he stayed with it (except for a year's respite ashore) for almost thirty-nine years. He was all seaman, and his tomb, most fittingly, was the ocean.

The *Florence* was not a Cape Horner. Built for the China trade, she operated in that run exclusively while sailing under the Stars and Stripes excepting one passage from New York to California in the latter part of 1861. As compared with the *Oriental,* the first American clipper to make a fine record in the Britain-China tea trade, the *Florence,* one of the last American clippers to win sailing honors in that trade, was a very different type of vessel, and she was almost the antithesis of the narrow, yacht-like, but cranky, British tea clippers that monopolized the British China tea trade in the sixties and seventies. A comparison of the dimensions and particulars of the *Oriental* and *Florence* with the only British tea clippers ever built of over 1,000 tons (British register) is of interest:

Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches			Owner	Best-Known Captain
				Length	Beam	Depth		
ORIENTAL	1849	Jacob Bell, New York	1,003	185	36	21	A. A. Low & Bro., New York	Nathaniel B. Palmer
		First American ship to load tea in China for England.						
FLORENCE	1856	Samuel Hall, East Boston	1,045	171- 7 over-all	36- 6	22- 6	J. M. and R. B. Forbes; Capt. Philip Dumaresq, Boston	Philip Dumaresq
		A relatively full "medium" clipper; a good carrier and fast.						
HIGH-FLYER	1861	R. & H. Green, Blackwall, London	1,012	193- 7	35- 5	20	R. & H. Green, Blackwall, London	Anthony Enright
		Commanded by Capt. Anthony Enright of McKay-built LIGHTNING fame.						
WILD DEER	1863	Connell, Glasgow, Scotland	1,126	211	33- 2	20- 7	Albion Shipping Co.	George Cobb
		Not a very successful clipper in the British China tea trade.						

In the design of the *Florence,* Dumaresq influenced the Forbeses, the principal owners, and Hall, the builder, to construct a vessel more along the lines of a fast Kennebec River sailer, or "half clipper," than the traditions of 1850-1853, when extremely sharp-ended vessels were built almost exclusively (at least outside of the state of Maine). These craft, with a very low block coefficient to their normal load water line and very small displacement for their size, were poor deadweight and relatively small measurement-ton carriers. They were low freight-revenue earners per registered ton and of big dimensions for their tonnage. The cost of upkeep was high. In the *Florence,* Dumaresq urged the ship be built "of not too large size, say 1,000 tons or so, but not more, for that size is better for the China run than a bigger ship, and large ships are handicapped in more ways than one in that trade. She should have medium lines without a retarding fullness but positively not too sharp below water, but she should swell out above, have a good flare and breadth of deck with nice overhang forward and a buoyant stern with an easy run below and a short but pleasing overhang with a good carrying out of the lines. The ship should be extremely well and substantially sparred with ample working canvas so we can get speed out of her. She should, of course, have double topsails and studding sails but no moonrakers, and she should be rigged to operate with a reasonably small crew and so well sparred, canvased and rigged that she can be driven without running up big repair bills and having the frequent cost of replacing canvas." Both John M. and Robert B. Forbes were economy-minded, so Dumaresq had his say, and it was unnecessary for him to add, "I will put my money in no other type of ship." He further saw by daily attendance at the Hall shipyard that only the best sound material went into her construction

and that she was "well scantlinged and well fastened," with the money spent "on essentials and not gimcracks." He personally took direct charge of the sparring, rigging, and canvas in co-operation with Capt. Robert B. Forbes, who certainly knew that part of a ship as well as any man in the country.

On her maiden passage, the *Florence* sailed from Boston April 5, 1856, for Hong Kong, just six weeks after launching. The following table gives a synopsis of her voyages under the command of Captain Dumaresq:

Voyage No.	Outbound			Homebound			Remarks
	From	To	Passage	From	To	Passage	
1	Boston Apr. 5, 1856	Hong Kong July 5, 1856	91 days To Java Head, 76 days; Cape to Java Head, 22 days.	Shanghai Dec. 13, 1856	New York Mar. 23, 1857	100 days	Best day's run outbound, 296 miles.
2	New York Apr. 29, 1857	Hong Kong Aug. 1, 1857	93 days 8 hours 76 days to Anjer.	Shanghai Dec. 4, 1857	New York Mar. 18, 1858	104 days To Java Head, 20 days; to Cape, 57 days; to equator, 77 days.	Outbound, logged 12,474 miles to Java Head. Best day's run, 298 miles in Indian Ocean.
3	New York Apr. 21, 1858	Penang July 12, 1858	81 days 10 hours	Shanghai Dec. 26, 1858	London (Mother Bank) Mar. 28, 1859	92 days To Java Head, 16 days; to Cape, 44 days; to equator, 68 days.	Outbound, logged 14,757 miles; average per day, 179 miles. Best day's run, 310 miles off Cape. Homebound, best day's run, 280 miles.

The British records for the Shanghai-to-London tea run of the *Florence*, which was the return leg, or homeward passage, of the third voyage of that ship, give the following dates:

Sailed from Woosung Dec. 26, 1858 — At Deal Apr. 2, 1859

At Anjer Jan. 8, 1859 — At London Apr. 4, 1859

These dates give a passage from anchorage to dock at London of 99 days (86 days from Anjer) and to Deal of 97 days (84 days from Anjer). This would make the run from Woosung to Anjer 13 days, whereas the very exact Captain Dumaresq reported 16 days. Regarding this passage, Dumaresq also stated, "Passed the Cape on 44th day." This was one day better than the time made by the *Surprise* on her 83-day run from Shanghai to New York in 1857.

Captain Dumaresq was a courageous driver, with an uncanny sense in regard to putting on and taking in canvas. Other skippers, particularly Britishers, marveled at "the foolhardy way Dumaresq piled on canvas and then kept it on"; but there was nothing foolhardy about Dumaresq, and the proof lies in the fact that "he lost no spars and had precious little loss or splitting of canvas." An examination of the logs of the *Florence* during the three round voyages that Dumaresq was in command shows that he drove his medium-full *Florence* at the speed of the sharp-ended extreme clippers, and the vessel's hull, spars, rigging, and canvas "withstood the driving nobly and seemed to thrive on it." Dumaresq said, "Why not? I have a real ship with something to her under me, and everything above deck is right and I know what it will stand."

On the outbound passage of the second voyage, the log reads, "Took in and set royals occasionally." The next day, the *Florence* covered 260 miles and "passed two barks under reefed courses standing the same way, we having topgallant studding-sails and royals set." On the return passage, the log reads, "Topsail halyards started only once, and then only to single reef." Of the third voyage out, we read, "Topsail halyards started only once, to take in a single reef for a few hours." On the 17th day out from New York, the *Florence* made 259 miles and "passed a ship under topsails bound in the same direction, we having royals set." On the return run to London,

when 17 days out, the *Florence* exchanged signals with the British ship *John Masterman,* Shanghai for London, 30 days out. On the 43rd day, the *Florence* passed a ship that had left Shanghai twelve days before her. The next day, Dumaresq passed a ship under double reefs, while he had his ship under topgallants and flying jib, and he reported, "Took single reefs in the topsails for the first time from China [when only nine days out from the port of destination]."

On the third voyage of the *Florence,* and the last under Captain Dumaresq, the ship went from Shanghai to Nagasaki and was reported as the first American vessel to appear at that Japanese port. At Nagasaki, the *Florence* was partly loaded with vegetable wax, and, upon arrival at London, this was said to be "the first cargo to arrive in Great Britain from Japan."

Under the command of Capt. E. D. Wadsworth, the *Florence* sailed from London May 24, 1859, and arrived at Hong Kong on September 3 after a good passage out of 101½ days. Returning to London, she cleared Whampoa (according to British statistics) December 12, 1859, was at the Straits of Sunda December 24, and at her unloading dock in London on March 23, 1860. This figures a 102-day passage, anchorage to dock, which, even according to British records, was a very fast passage. (British records ended the passages of British ships at some variable port in the English Channel, several days' sailing and towing away from London, but generally ended the run of an American ship only when she was moored to her unloading dock in London.) The *Florence,* again dispatched to the Far East, reached New York May 3, 1861, after a good run of 102 days from Foochow. On her return, she had been absent from a United States port (New York) for three years and twelve days. The ship then went around the Horn to San Francisco in 141 days, thence to Hong Kong in 52 days, and was back at New York October 6, 1862, after a passage of 125 days from Whampoa, made under very unfavorable conditions. Because of the Civil War, the *Florence* was then sent across the Atlantic to England to be sold; she was bought by Jones, Palmer & Company, Liverpool, and renamed *Hypatia.* In 1888, as a Norwegian vessel and rigged as a bark, the old *Florence,* when over thirty-two years of age, was run ashore while engaged in the North Atlantic timber trade and became a total loss; all on board were saved.

John M. Forbes and others, on August 30, 1861, purchased for the United States Government the clipper ship *Ino* of 895 tons for the sum of $40,000. The ship, which had been built by Perrine, Patterson & Stack, Williamsburg, N.Y. (launched January 4, 1851), for Siffkin & Ironsides, New York, was a heavily sparred, handsome clipper. Spreading 9,500 yards of canvas, she proved in service to be a fast sailer. When taken over by the United States Government during the early days of the Civil War, the *Ino* was equipped with eight 32-pounders and one 20-pounder Parrott rifle and given a complement of 144 men. Under Acting Volunteer Lieut. Josiah P. Creesy, the *Ino* was credited with a run from Boston to Cadiz in 12 days (January-February 1862), the fastest on record. In 1867 the government sold the *Ino* to Samuel G. Reed & Company, Boston. Further details of her career are given in the Reed section.

Robert Bennet Forbes, an older brother of John Murray Forbes (and the second son of Ralph Bennet Forbes and his wife Margaret Perkins), took to the sea in his boyhood. At the age of twenty-one, he was in command of a ship. He sailed primarily in the China service and in the forties was referred to as "one of the very best authorities on the China trade." Later, Robert Bennet Forbes retired from the sea to become a merchant. Of the early forties we read: "The opium trade was attracting a good deal of attention, and in Boston the honest and always philanthropic Captain Forbes was getting ready to engage in the traffic in the fast sailing armed brig *Antelope.*" In 1842 he appears as part owner of the *Paul Jones* (624 tons) and a year later as the principal owner of the *Amity* (499 tons). Capt. Robert B. Forbes undoubtedly owned a piece of many ships, particularly those in which John M. Forbes or George B. Upton was interested. It was generally felt that Capt. Philip Dumaresq was "Capt. Robert B. Forbes' man" and sailed on ships in which Robert B. had a financial interest. Robert Bennet Forbes was a thorough seaman and a progressive man. He did much to improve the rig of ships and was primarily responsible for double topsails. He had the honor to have two vessels named after him. The first was the historic vessel designed by young Samuel H. Pook as a powerful screw-propelled iron tug and wrecking steamer of 300 tons register, built by Otis Tufts at East Boston in 1845; the second was an extreme clipper ship of 757 tons, built in 1851 by Samuel Hall, East Boston, for J. S. Coolidge & Company, Boston. The iron tug, with machinery designed by Ericsson and under the command of Captain Morris, proved an able

vessel. She towed many of the new clippers from Down East yards to Boston and from New England yards to New York. In 1861, at the outbreak of the Civil War, she was acquired by the United States Government, but unfortunately was wrecked before the war ended, near Hatteras Inlet. It was said of the tug *R. B. Forbes:* "This vessel is named in honor of that noble seaman, Capt. Robert Bennet Forbes, whose acts of kindness and humanity are so many that a book might well be devoted to a record of them."

Capt. R. B. Forbes was never an advocate of big ships, particularly for the China trade, and his advice to the owners who wanted ships for the California run was:

> Don't make them too big. Although a ship of 1,000 to 1,500 tons will be good for the Cape Horn run, a ship of half that size will do better in the China trade, and even if you build for the run out to California, remember that is only one half of the voyage and how can you get the ship back home except by crossing the Pacific, in ballast, to the Orient, picking up a cargo there and coming back to Boston or New York down the China Sea, Indian Ocean and via the Cape of Good Hope. Why build a ship for a passage out of, say, 110 days and pay no attention to the conditions affecting the passage home, which may take 150 or more days at sea under canvas.

It was fitting that the clipper ship *R. B. Forbes,* named after Capt. Robert Bennet Forbes and launched July 31, 1851, at Samuel Hall's East Boston yard, should be of only 757 tons register and, as Captain Forbes said, "a good size to make money with in the China and India trades and one that can make the passage to California safely and in fair time if you want to send her out that way." The *R. B. Forbes* followed Pook's idea of relatively small deadrise. She was dubbed "quite flat floored" by contemporaries because of her deadrise of 21 in., and she has been described as "a fine specimen of the speedy and beautiful models from the Hall shipyards" and one that "sits in the water as trim as a pilot boat."

Capt. Justus Doane, an experienced skipper in the oriental and South Seas trade, was given command of the *R. B. Forbes.* She cleared Boston September 27, 1851, on her maiden voyage bound for Honolulu, arriving out January 5, 1852, after a passage of 100 days from clearance to entry, 99 days from anchor to anchor, and 96½ days from land to land. On this passage, said to be the fastest on record between the ports, the ship ran to the Atlantic equator in 30 days and was 60 days to the Horn. Her best day's run was 312 miles, which was made in the Pacific a week before she reached port. On three consecutive days, she averaged 300 nautical miles per day (12½ knots) and frequently logged 14½ knots. The *"Forbes"* continued with a splendid passage of only 21 days 13 hours, corrected time, from Honolulu to Hong Kong. She left Honolulu January 30, 1852, at 3:00 P.M. and arrived in the harbor of Hong Kong February 20 at 10:00 A.M. The distance traveled was reported as 5,400 miles, the average day's run as 250.6 miles, and the average speed 10.44 knots—an amazing sailing performance for a period of over three weeks. The *"Forbes"* loaded at Hong Kong for New York, left Whampoa April 3, 1852, and reached her port of destination on July 16 after a fast passage, considering the unfavorable sailing conditions encountered, of 104 days, port to port. On the run from China home, the *"Forbes"* beat the famous *Sea Witch* of 908 tons by six days and the fast *Raven* of 711 tons by three days. All three of these ships had been designed and built for the China trade.

It is surprising that marine historians have made but little mention of the splendid sailing of the *R. B. Forbes* around the world on her outstanding maiden voyage. Howe and Matthews have written that the ship completed "a remarkably fast round voyage, one creditable to any of the flyers of double her tonnage." It would seem that the relatively small size of the ship (as forecast by Capt. Robert B. Forbes) was helpful, rather than a handicap, over two-thirds of the course. Apparently, she encountered no very severe weather in her rounding of the Horn and in the lower latitudes of the Southern Hemisphere, where size was beneficial. It is interesting to note that both the *Sea Witch* and *Raven,* which made fast voyages around the world about this same time (via Cape Horn, San Francisco, Hong Kong, and Cape of Good Hope), were relatively small ships. (The average tonnage of the *R. B. Forbes, Sea Witch,* and *Raven* was 792 tons.) The *R. B. Forbes,* on her maiden voyage, made the following excellent record:

Passage No.	From		To		Passage in Days
	Port	Sailing Date	Port	Sailing Date	
1	Boston	Sept. 27, 1851	Honolulu	Jan. 5, 1852	99
2	Honolulu	Jan. 30, 1852	Hong Kong	Feb. 20, 1852	21½
3	Whampoa (Hong Kong)	Apr. 3, 1852	New York	July 16, 1852	104
Voyage No. 1	Boston	Sept. 27, 1851	New York	July 16, 1852	224½ (total under sail)
	Around the world via Honolulu and Hong Kong				

The total time occupied by this voyage around the world was 9 months and 19 days, or 293 days, of which 224½ days, or about 77 per cent of the time, were under canvas at sea.

On her second voyage, with Capt. J. C. Ballard in command, the *R. B. Forbes* cleared New York August 13, 1852. Her first lap of a trip around the world was a passage westward around Cape Horn to California. The ship experienced very bad weather for a craft of her size in the southern latitudes and was "24 days off the Horn in heavy gales." She sailed well in the run up the Pacific and was off the Farallones when 122 days out, but was held up there four days by light airs and fog. She reached San Francisco on December 17, 1852, after a passage of 126 days. This was not a particularly good run, for the *Sea Witch,* sailing about nine days after the *"Forbes,"* sailed through the Golden Gate eight days ahead of that vessel. The average length of passage of the twelve clipper ships that sailed from East Coast United States ports for California during August 1852 was about 124 days (clearance to entry). The fastest run was that of the *Sovereign of the Seas* in 103 days, and the slowest runs were those of the reputed clipper bark *Golden Age* in 148 days and the medium clipper ship *Golden Fleece I* (968 tons) with a run of 141 days (claimed 140 days). The *Golden Fleece,* making her maiden voyage, left port three days after the *R. B. Forbes,* but followed her through the Golden Gate by eighteen days. It is well to note, however, that the *Samuel Russell* (957 tons), designed and built for the China trade under the direct supervision of Capt. Nathaniel B. Palmer, left New York one day before the *R. B. Forbes* and anchored in San Francisco Bay eight days ahead of her.

Continuing on her second voyage around the world, the *"Forbes"* ran from San Francisco to Honolulu in 16 days and was 41 days thence to Singapore, which was good sailing. The ship then sailed to Calcutta in 30 days and, leaving that port September 8, 1853, reached New York December 18 after a passage of 101 days. During this voyage, the *"Forbes"* sailed well, considering wind and sea conditions, but she followed a roundabout course and had many long drawn-out port detentions in the Pacific and the East. She was 16 months and 5 days away from New York, of which time 314 days (or less than 64 per cent) were spent at sea.

The third voyage of the *R. B. Forbes* was another trip around the world to the westward, but this time more direct than on the previous voyage. The ship sailed from New York for California March 11, 1854, and continued home via Hong Kong. The passage around the Horn was a long and trying one. Once more the ship did not show up well on this route, although she sailed splendidly on the run home. Captain Ballard continued in command and was in the ship until she was sold and went under foreign ownership in 1863. It would seem that Ballard was unlucky or guilty of miscalculating or bad judgment in setting his course on the second passage of the *R. B. Forbes* westbound to San Francisco, for the ship's log shows that she went as far north as 43° in the Pacific and was in Long. 144° W. before she headed for the Golden Gate. After being held up for two days in a fog off Point Reyes, she reached San Francisco July 26, 1854, and completed the passage in 137 days. The *Fleetwing* of 896 tons left Boston the same day that the *"Forbes"* cleared New York and reached San Francisco fifteen days before her. The *Messenger* of 1,351 tons sailed from Philadelphia two days after the *"Forbes"* left New York and sailed through the Golden Gate nine days before Ballard's ship.

Continuing on her third voyage, the *R. B. Forbes* crossed the Pacific and made a splendid run home of 99 days from Whampoa to New York and only 97 days, pilot to pilot. She sailed from Whampoa November 10, 1854, was off the Cape of Good Hope 51 days out, and crossed the

Atlantic equator on the 73rd day. She arrived at New York February 17, 1855. On this passage, the *"Forbes"* is credited with beating the famous and exceedingly fast Webb-built *Swordfish* of 1,036 tons, which had loaded at Manila, by one day on the run from Anjer to New York.

During the next six years, the *R. B. Forbes* was kept in the service for which she had been designed and was engaged in trade between New York or Boston and the East Indies. She made outward passages to Batavia in 86 and in 87 days, to Hong Kong in 98 days, and to Rangoon in 93 days. Homeward runs were made from Shanghai in 110 days, from Singapore in 96 days, from Penang in 93 and 102 days, and from Padang in 78 days (45 days from the Cape of Good Hope and 35 days from St. Helena). In December 1861, the *"Forbes"* made her third entry at San Francisco after a Cape Horn passage of 127 days from Boston. Continuing, she circumnavigated the globe for the fourth time and sailed west and home via Calcutta and the Cape of Good Hope. The ship was then sent out to Batavia in 83 days and thence proceeded to Singapore, Bangkok, and Hong Kong, at which port she was sold for the Chinese coolie trade. The reported price was $17,000, or $22½ per ton for a ship about twelve years old. In 1872, the old *"Forbes,"* known as the *Donna Maria Pia,* was registered as owned in Macao.

Reed & Wade, Samuel G. Reed, and Successor Companies
Boston, Massachusetts

It is probable that Reed & Wade, Reed, Wade & Company, Samuel G. Reed, and the successor company, Samuel G. Reed & Company, of Boston, owned the largest number of clippers operating under the American flag. Twenty clippers or reputed clippers were at sometime operating under the ownership of "The Reeds of Boston." Nineteen of these vessels were of from 639 to 1,698 tons and were launched during the nine-year period 1851-1859 inclusive. Of these ships, eleven were built for or originally owned by "The Reeds," and eight were purchased at sometime or other in their career—two as late as 1867 and 1868. The following table shows the clipper ships or vessels classified as clippers that operated at some period of their life under the Reed flag. The real interest of the firm in clippers can be said to have originated with the building by Reed, Wade & Company of the fast ship *Shooting Star,* launched from the James O. Curtis yard at Medford, Mass., February 8, 1851. The last reputed clipper ship to be built by the firm was the *Shooting Star II,* constructed at Portsmouth, N.H., in 1859, which vessel can be described as the last clipper ship built in the United States, or the last reputed clipper built in the so-called clipper shipbuilding decade of 1850-1859 inclusive.

Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
GEO. E. WEBSTER (bark)	1850	Hayden & Cudworth, Medford, Mass.	354	121- 6	27	11-10
Built for Samuel G. Reed, Reuben S. Wade, et al., Boston. Made a very fast passage to California in 1850, clearing Boston Oct. 5 and reaching San Francisco Jan. 26, 1851—113 days, clearance to entry. From Pacific equator to port, 16 days.						
INO	1851	Perrine, Patterson & Stack, New York	895	160- 6	34-11	17- 5
Built for Siffkin & Ironsides, New York. Sold 1859 to Goddard & Thompson, Boston. Bought by John M. Forbes et al., Boston, Aug. 30, 1861, and presented to U.S. Government for war use. Sold 1867 to Samuel G. Reed & Co. and renamed SHOOTING STAR (III). Sold late 1867 to Rosenfeld & Birmingham, San Francisco, for use on Pacific. Later sold foreign and was in service in late eighties.						
SHOOTING STAR (I)	1851	J. O. Curtis, Medford, Mass.	903	164	35	18- 6
Built for Reed, Wade & Co. after design by Capt. John Wade. Sold 1857 to parties at Bangkok for $40,000 and put under Siamese flag. Reported wrecked on coast of Formosa in 1867, when sixteen and a half years old.						

(Continued on next page)

Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
NIGHTINGALE	1851	Samuel Hanscomb, Jr., Portsmouth, N.H.	1,066	185	36	20

Built for Capt. F. A. Miller "on spec." Sold by auction, Boston, Sept. 6, 1851, to satisfy creditors. Acquired by Sampson & Tappan, Boston. Sold 1860, New York, and used as a slaver. Captured, condemned, and sold 1861 by U.S. Government. Sold Feb. 11, 1865, to D. E. Mayo, Boston. Bought Apr. 1866 by Western Union Telegraph Co. Sold Sept. 1868 to Samuel G. Reed & Co., Boston. Again sold 1876 to George Howes, San Francisco. Later went under Norwegian flag. Lost North Atlantic in 1893, when forty-two years old.

JOHN WADE	1851	Hayden & Cudworth, Medford, Mass.	639	145	32	16- 6

Built for Reed, Wade & Co., Boston. Sold 1854 to J. J. Dixwell, Boston, for "Augustine Heard Line" to China. Struck an uncharted rock and lost in Gulf of Siam Mar. 28, 1859, when about eight years old.

ONWARD	1852	J. O. Curtis, Medford, Mass.	874	167 (perp.)	34- 6	20- 6

Built for Reed, Wade & Co., Boston. Sold to John Ogden in 1857 and resold Sept. 9, 1861, to U.S. Government for use in war. Sold at Callao Nov. 1, 1884, when thirty-two years old.

SEA LARK	1852	Trescott, Maine	973½	172	35	17- 6

Built for Samuel G. Reed, Boston, and E. Mott Robinson, of New Bedford, Mass. Put under command of Capt. Charles L. Willcomb. But little known of the vessel's history or sailing performance.

CARRIER PIGEON	1852	Hall, Snow & Co., Bath, Maine	844	175	34	21

Built for Reed, Wade & Co., Boston. On her maiden voyage, cleared Boston Jan. 28, 1853, and went ashore in a fog a few miles south of San Francisco on June 6, when 129 days out. Insurance paid, $195,000 on ship, cargo, and freight money. Ship valued at $54,000.

QUEEN OF THE PACIFIC	1852	Isaac Ewell, Pembroke, Maine	1,356	197	39- 6	26- 8

Built for John M. Mayo, Boston, and acquired by Reed, Wade & Co. Put into St. Thomas Feb. 1857 leaking badly; was condemned and sold. Was repaired and, on a voyage New York to San Francisco, was lost, Sept. 19, 1859, on a reef north of Pernambuco.

STAR OF THE UNION	1852	J. O. Curtis, Medford, Mass.	1,057	200	35	21- 6

Built for Reed, Wade & Co., Boston. Sold in Mar. 1854 to I. H. Bartlett & Son, New Bedford, for $70,000. In the sixties, owners given as S. G. Reed & Co. (New York). Reported condemned and sold in Dec. 1866. Was repaired and in service up to 1869, when she disappeared from the registers.

FLYING DRAGON	1853	Trufant & Drummond, Bath, Maine	1,127	187	38	22

Built for Reed, Wade & Co. and later owned by Samuel G. Reed & Co., successor. On entering San Francisco Harbor Jan. 29, 1862, from Newcastle, N.S.W., struck on Arch Rock and foundered. Pilot in charge exonerated, but vessel, then eight and a half years old, was a total loss.

GUIDING STAR	1853	J. Currier, Newburyport, Mass.	900	165	33	23

Built for Moses Davenport et al., Newburyport, Mass. Original owners also stated as Charles Hill & Co., Newburyport. Sold to Samuel G. Reed & Co. Mar. 1867. Condemned at Hong Kong 1870.

KINGFISHER	1853	Hayden & Cudworth, Medford, Mass.	1,286	217	37	21

Built for William Lincoln & Co., Boston. Later owned by Samuel G. Reed & Co., Boston. Put into Montevideo in distress during passage from New York to San Francisco in 1871. Was condemned and sold Nov. 1871. Ship repaired and renamed JAIME CIBILS of Uruguay. Operated in Atlantic until 1890.

CHALLENGER	1853	Robert E. Jackson, East Boston	1,334	206	38- 4	23

Designed by Samuel H. Pook. Built for W. & F. H. Whittemore, Boston. Later sold to Samuel G. Reed & Co. Sold 1863 to N. Larco, of San Francisco, agent for the Peruvian Government. Renamed CAMILLE CAVOUR and put in coolie trade. Later, Pacific lumber drogher. Lost Oct. 1875.

OCEAN TELEGRAPH	1854	J. O. Curtis, Medford, Mass.	1,495	212	40	23

Built for Reed, Wade & Co., Boston. Sold at London for £7,060 in 1863 to James Baines & Co. Renamed LIGHT BRIGADE. Later in North Atlantic trade until cut down to a coal hulk.

OCEAN EXPRESS	1854	J. O. Curtis, Medford, Mass.	1,697	240	41	24- 5

Built for Reed, Wade & Co., Boston, and owned by Samuel G. Reed & Co. Sold to Peruvians in 1872. In 1876 went under German flag and renamed FRIEDRICH. Later sold to Norwegians. Reported lost in North Atlantic in 1890.

(Continued on next page)

Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
VITULA	1855	E. & H. O. Briggs, South Boston	1,188	180	38	23

Built for Williams & Daland, Boston. Sold in Nov. 1859 to Samuel G. Reed, Boston. Condemned at Rio de Janeiro in June 1867 while bound from New York to San Francisco. Sold, repaired, and put under British flag as BESSIE & ANNIE of Liverpool. Later renamed JAMES ROWEN.

SILVER STAR	1856	J. O. Curtis, Medford, Mass.	1,195	184	37- 6	24

Built for Reed & Wade and later owned by Samuel G. Reed & Co., Boston. Wrecked at Jarvis Island, Peru, Nov. 10, 1860, while loading guano.

MINNEHAHA	1856	Donald McKay, East Boston	1,698	209	41-10	28- 4

Registered owners, "R. W. Cameron & Co., New York, Agents." Sold at New York in May 1862 to Samuel G. Reed & Co., Boston. On Dec. 4, 1867, was lost on a reef at Baker's Island, Peru, while loading guano. Insured for $56,000.

SHOOTING STAR (II)	1859	George Raynes, Portsmouth, N.H.	947	182	36- 6	23- 6

Built for Reed, Wade & Co., Boston. Captured and burned Oct. 31, 1863, by Confederate raider CHICKAMAUGA while ship was on a voyage from New York to Panama.

The *Ino* of 895 tons was launched by Perrine, Patterson & Stack at Williamsburg, N.Y., in early January 1851 for Siffkin & Ironsides, New York. She is listed as one of the fleet of "The Reeds of Boston," for they owned her when she was sold by the U.S. Government after the close of the Civil War. They fitted her out once more as a merchant ship, renamed her *Shooting Star III,* and then sent her around Cape Horn to California. Siffkin & Ironsides owned only two clippers, each of small size, the *Ino* and the *Wide Awake* of 758 tons, a narrower vessel of about the same length and depth, also built by Perrine, Patterson & Stack in 1853 and sold at Bangkok to Siamese parties in the fall of 1857 for trade on the coast of Asia. Both the *Ino* and *Wide Awake* were fast and beautiful little ships of a size better adapted for the China than for the California trade. Their record in the westbound Cape Horn run, which was surprisingly good, is as follows:

Name of Clipper	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
INO	Robert E. Little	New York	Mar. 12, 1851	July 24, 1851	134	133

Other clipper passages with sailings between Feb. 2 and Mar. 19 were: GAZELLE (1,244 tons), 135 days; JOSHUA BATES (620 tons), 218 days (156 net); ALERT (764 tons), 159 days.

INO*	Kimball R. Smith	New York	Mar. 18, 1852	July 12, 1852 (five days at Rio de Janeiro; claimed 109 days on course)	116	111

The clipper sailings following were: HARRIET HOXIE (678 tons), sailing Mar. 24, 132 days, and the HORSBURGH (543 tons), sailing Mar. 25, 130 days. The clipper sailing before the INO was the GOVERNOR MORTON, Mar. 11, 126 days.

INO	Peck	Hampton Roads, Va. (held off Virginia Capes five days)	July 4, 1867	Oct. 14, 1867	102	97

Run to Atlantic equator, 18 days; from line to 50° S. Pacific, 41 days; crossed Pacific equator, 78 days out.

WIDE AWAKE	Smith	New York	Aug. 21, 1853	Dec. 13, 1853	114	112

The other clipper ship sailings between Aug. 17 and 29 were: SOUTHERN CROSS (938 tons), 146 days (also stated 145); JOHN WADE (639 tons), 123 days (reported 120); ONWARD (874 tons), 150 days; THOMAS WATTSON (349 tons), 155 days; ROVER'S BRIDE (376 tons), 152 days.

*It is also reported that Voyage No. 3 of the INO (Captain Plummer) was a run of 121 days, New York to San Francisco; thence 49 days to Manila and 108 days from there to New York, where she arrived Apr. 4, 1854, after circumnavigating the globe in 278 days, excluding port detentions.

The *Ino* was an extreme clipper, with a designed load draft of 17 ft. 6 in. forward and 18 ft. 9 in. aft. That she was sharp-lined is proven by the fact that when remeasured in 1867, she was registered

as 673 tons new measurement, or only 75 per cent of her tonnage of 895 old measurement, which considered only the vessel's prime dimensions and not her model shape. The ship was heavily sparred, and it was said that "in every port she visited, the *Ino* was conspicuous for her handsome model and rakish rig, and she proved to be a fast sailer." The following is an extract from the New York press, which described the *Ino* as she lay at her berth at the foot of Maiden Lane, New York, in late February 1851, loading for San Francisco:

> Her model is faultless, strength of hull not having, in any particular, been lost sight of in the determination to make her a fast-going vessel. In both these qualities she will bear a strict comparison with any vessel afloat. Under full sail, she will spread no less than 9,491⅓ square yards of canvas. We understand she is liberally equipped with spare spars, besides being furnished with an entire duplicate set of sails, and will also carry an extra number of men—thus providing, so far as human foresight can, for any emergency that may occur from accident or bad weather. Her capacity for stowage is estimated at from 6,800 to 7,000 barrels only; whereas many vessels of the same [customhouse] tonnage will carry from 11,000 to 12,000—her stowage capacity being thus much reduced to increase her sailing powers.

The New York marine fraternity likened the *Ino* to the *Celestial,* launched 6 months 25 days earlier from the yard of William H. Webb, New York. The *Celestial* was the first clipper actually built for the California trade and was said to be the sharpest ship constructed at the time of her launching and departure from New York to California on her maiden voyage. The following table gives a comparison of the *Ino* and *Celestial.* Each of these vessels made fast Cape Horn passages, but they were better adapted, in size and general design, for the China trade than for the California service.

Name of Clipper	Launched	Tonnage	Dimensions in Feet and Inches			Departure from New York for California Maiden Voyage	Length of Sea Service
			Length	Beam	Depth		
CELESTIAL	June 10, 1850	860	158	34- 6	19	July 17, 1850	Sold to Spanish in 1858. In 1861 owned by B. Blanco, New York. End unknown.
INO	Jan. 4, 1851	895	160- 6	34-11	17- 5	Mar. 12, 1851	In May 1886, she was at Barcelona, Spain, as the Russian bark ELLEN; hailing port, Wasa. End unknown.

Cutler says that from the figures stated in the New York press of the carrying capacity of the *Ino,* the ship "could carry little more than 700 tons deadweight, less than 80 per cent of her registered tonnage." However, we are told that when Samuel G. Reed & Company purchased the vessel in 1867 from the U.S. Government (following the close of the Civil War), the Reeds loaded her with "900 tons of coal at Alexandria, Va.," and sent her out with this cargo around the Horn to California. The records do not show whether this coal cargo was measured in long (and marine) tons of 2,240 lbs. per ton or the short (and usual domestic) ton of 2,000 lbs. In any event, the ship in 1867 loaded more than the stated 700 tons deadweight, the coal cargo, if long tons, being 100 per cent of the ship's registered tonnage old measurement and 134 per cent new measurement; if the 900 tons of coal were short tons, then the ship carried as paying deadweight 90 per cent of her registered tonnage, according to old measurement, and 119 per cent based on the new measurement. It is interesting to note, however, that the New York press in early 1851 emphasized the deliberate intent of shipowners, designers, and builders in the early clipper ship decade to sacrifice cargo-carrying and revenue-producing capacity in the hope of obtaining thereby greater speed.

On her maiden voyage, the *Ino* ran from New York to the Atlantic equator in 27 days and was 66 days to 50° S. Pacific. She had light winds thereafter and took 34 days to run to the equator and another 34 days to make port. Continuing around the world, the *Ino* crossed the Pacific from San Francisco to Singapore in 57 days and went from that port to New York in 89 days (77 days from Java Head). Her time for circumnavigating the globe was 279 days at sea, excluding port detentions. On Voyage No. 2, the fine run of 111 sailing days, New York to San Francisco, was followed by a run of 60 days to Manila, and the last leg of the homeward journey was a 90-day passage from Singapore to New York.

Following her three voyages in the California trade, the *Ino* was employed as an East Indiaman. Leaving New York December 11, 1857, with Captain Plummer in command, the ship did some

magnificent sailing on a round voyage in the Far East trade. On the run out, she passed Anjer in the fast time of 71 days and proceeded to Singapore, thence to Hong Kong and Shanghai. Leaving Woosung November 21, 1858, she was at Anjer December 9, where she remained until December 14. She then made a record run of 26 days to the Cape of Good Hope, passing it January 9, 1859. The *Ino* ran to the Atlantic equator in 23 days and from the line to Sandy Hook in 18 days, taking her pilot aboard February 19, 1859. Allowing for the five days' detention at Anjer, the *Ino* made a passage of 85 days from Woosung to pilot off Sandy Hook and 67 days from Java Head to pilot. (It was said that the total length of her passage, clearance to entry less detention in the Straits of Sunda, was 88 days, although it was also reported as 91 days elapsed time and 86 days net, port to port.)

The purchase of the *Ino* in 1859 by Goddard & Thompson, of Boston, was followed by a sale on August 30, 1861, to John M. Forbes and friends for the sum of $40,000. They acquired the ship in order to present her to the United States Government for use as a fast armed auxiliary war vessel. As stated elsewhere, the *Ino* was equipped with eight 42-pounders and a 20-pounder Parrott rifle and given a complement of 144 men. Under different commands, the *Ino,* disguised as a merchant ship, went out to search for the *Alabama* and *Florida* without success. Other cruises were made to protect fishermen and whalers from the Confederate raiders, and she also did important convoy duty and was at times attached to blockading squadrons. Acting Master James M. Williams, upon reaching New York in 1863, reported that during a cruise that occupied 5 months and 10 days, the *Ino* had sailed 18,000 miles, contacted 132 vessels, and on one occasion had covered 310 nautical miles in twenty-four hours. The log showed steadily a speed of between 13 and 14 knots. In June 1865, she was sent north from Key West, and her duties as a war vessel were terminated after four years of strenuous and outstanding service.

Samuel G. Reed & Company bought the *Ino* from the U.S. Government in 1870 and renamed her *Shooting Star (III).* The first *Shooting Star,* built in 1851 and the same size as the *Ino,* had been sold to the Siamese in 1857 after sustaining damages on the rocks near Pernambuco and by a typhoon in the China Sea. The second *Shooting Star* (only about 5 per cent bigger than her predecessor) to bear the name was a medium clipper built in 1859, and this ship, as a peaceful unarmed merchantman, was destroyed by the Confederates when she was about five years old. The last of the trio of *Shooting Stars* had fought in the Civil War and as "a real 'shooting' ship and a 'star'" was worthy of perpetuating a good name, which had been wiped off the United States register because of the depredations of a southern armed privateer.

The Reed Company sent the *Ino* on her fourth westward Cape Horn run to California, and the ship made an amazingly fast run—deeply laden with coal—of 97 days from the Capes of Virginia to San Francisco. Soon after her arrival, the *Ino* was purchased by Rosenfeld & Birmingham and was put in the coastwise trade to carry coal from Nanaimo, B.C., to San Francisco. In this service, the ship is said to have been very deeply loaded and to have carried 950 to 1,000 tons of coal (as against 900 tons when she made her passage from Alexandria, Va., around the Horn to the Golden City). In the early seventies, the vessel was changed on the mizzen and rigged as a bark. In 1876 she took a cargo of ore from the West Coast of Mexico to Hamburg and then engaged in the transatlantic barreled-oil trade. Later, she was sold abroad, and her end is not known. In May 1886, when over thirty-five years old, she was at Barcelona, Spain, and was known as the Russian bark *Ellen,* hailing from Wasa, and was owned by her master (Captain Dahlstrom) and others.

The *Shooting Star (I)* of 903 tons, launched February 8, 1851, from the yard of James O. Curtis, Medford, Mass., was the first real clipper ship built by the Reed-Wade firm and the first vessel of this type built at Medford. She is said to have been designed by Capt. John Wade and was about the same size as the extreme clipper *Ino,* launched at New York January 4, 1851, and the *Celestial,* put in the water by W. H. Webb, New York, on June 10, 1850. The *Shooting Star* had a good model for speed on both the China and, considering her relatively small size, the California trade routes. She had a deadrise of 24 in., which was relatively small for an extreme clipper designed in the summer of 1850, and long, sharp ends. In common with most early built extreme clippers, her spars and rigging were light for the spread of canvas carried. On her maiden voyage, she was partially dismasted. The *Shooting Star* was one of the fastest clippers "of her inches" or tonnage ever built; but, of course, a ship of this size (903 tons) could not be expected to sail with clippers of twice her size in bucking westerly gales and high seas when rounding Cape Horn. Although the *Shooting Star* made no record over the California course, her sailing performance over that route was excellent, consider-

ing the conditions encountered, and on her last westward run to San Francisco in 1855 she defeated decisively all the ships of any size that sailed against her.

The following table gives a comparative record of the four westward California passages made by the *Shooting Star* during the six years that she sailed under the American flag:

California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 1	No. 1	Judah P. Baker	Boston	Mar. 22, 1851	Aug. 14, 1851	145	124 s.d.
Partly dismasted in South Atlantic. Put into Rio de Janeiro for repairs and a new main topgallant mast. The clipper ship sailing after the SHOOTING STAR was the GAME COCK, which also put into Rio for repairs and was 185 days on the passage, port to port.							
No. 2	No. 2	Judah P. Baker	Boston	May 3, 1852	Aug. 17, 1852	106	105
Beaten four days by the big clipper ship STAFFORDSHIRE of 1,817 tons, which sailed the same day and made her gain on the smaller ship when rounding the Horn. The two clipper ship sailings preceding those of the SHOOTING STAR and STAFFORDSHIRE resulted in 152- and 142-day passages, and the two following occupied 155 and 144 days, respectively, clearance to entry.							
No. 3	No. 3	W. E. Kingman	New York	Apr. 14, 1853	Aug. 15, 1853	123	123 (also stated 121)
The OXNARD, sailing from New York the same day, went out in 150 days. The only other clipper ships sailing in the first half of April were: HIGHFLYER (1,195 tons), Apr. 7, 149 days (claimed 138 net); HARRIET HOXIE (678 tons), Apr. 5, 148 days (claimed 140 days); FRIGATE BIRD (567 tons), Apr. 1, 150 days. The clippers following the sailing of the SHOOTING STAR were: ECLIPSE (1,223 tons), Apr. 18, 121 days; VICTORY (669 tons), Apr. 21, 135 days; CLEOPATRA (1,562 tons), Apr. 20, 134 days; JOHN LAND (1,054 tons), Apr. 22, 126 days; ANTELOPE (587 tons), Apr. 25, 128 days.							
No. 4	No. 5	W. E. Kingman	New York	Mar. 21, 1855	July 15, 1855	116	115
Encountered strong S.W. gales off the Plate, which forced the SHOOTING STAR to the eastward of the Falkland Islands, from which she was 20 days to 50° S. Pacific. Crossed Pacific equator 92 days out. Made the fastest passage of eighteen clippers between the PANAMA, sailing Mar. 8, 113 days (reported as 112 days), and the GOLDEN EAGLE, sailing May 10, 107 days (reported as 106 days).							

All the three clipper ships that followed the *Shooting Star* in clearing East Coast United States ports for California in April 1851 had trouble at sea and had to make stops en route, two at Rio de Janeiro and one at Valparaiso. The 145 days gross length of passage from New York to San Francisco (clearance to entry) of the *Shooting Star* on her maiden voyage (also reported as 142 days) does not seem so bad when considered comparatively with the 185-day run of the *Game Cock* of 1,392 tons and the 174-day passage of the *Eureka* of 1,041 tons. Brand-new clippers of the highest class, they cleared New York on April 3 and April 26, 1851, respectively. The four clipper ships that sailed before the *Shooting Star,* all with clearances from New York during the period March 12-20, averaged 161 days for their passages, port to port.

Continuing her maiden voyage, which was around the world sailing westward, the *Shooting Star* crossed the Pacific and then made a remarkable, fast passage of only 86 days from Macao to Boston. This was not only the fastest run made by the ship in the China trade but also, as far as speed records between ports are concerned, the most notable passage of her career.

On her second westward Cape Horn run, the *Shooting Star* of 903 tons sailed in company with the big, new Donald McKay-built clipper *Staffordshire* of 1,817 tons, which had been launched at East Boston on June 17, 1851, or 129 days after the *Shooting Star* was put in the water. The smaller ship sailed even with the big McKay clipper in the Atlantic, but the bigger vessel had a pronounced advantage in the heavy gales and head seas encountered in rounding the Horn and got in the lead enough to be favored with better winds in the run up the Pacific, although each ship made unusually fast time from 50° S. to the Golden Gate. Carl C. Cutler, in GREYHOUNDS OF THE SEA, describes the passages of the two ships as follows:

> One of the best contests of the year was that between the ill-fated *Staffordshire,* a huge McKay ship of slightly more than 1,800 tons, and the *Shooting Star* of almost exactly half her tonnage. It was the second voyage around the Horn for both vessels, and both were thoroughly overhauled and re-rigged for the run.
>
> They sailed in company from Boston on the 3rd of April. Late the same afternoon they were seen off Cape Cod, about ten miles apart, with every sail set

and going like steam boats before a strong northerly wind. As they started, so they sailed. Neither ship appears to have gained a decisive advantage until they reached the Horn. Here the greater length and weight of the *Staffordshire* told, in the heavy winter gales, and she nosed out into the Pacific, ahead of the little *Shooting Star.* Finding favorable winds, she made the excellent run of 36 days from 50° S. to San Francisco, which seems to have been the record at the time. Once around, Baker sent the *Shooting Star* along at a remarkable pace, but the *Staffordshire* kept her lead and passed the Golden Gate on the 13th of August, 101 days out.

Four days after the arrival of the *Staffordshire,* the *Shooting Star* came in, having made the passage in 105 days. From every angle it was a fine, exciting contest, typical of the time and reflecting as much credit on the loser as on the winner.

That the passages of the *Staffordshire* and *Shooting Star* were fast and outstanding is evident from a comparison with all other clipper ship runs with clearances for California from East Coast ports during the period April 11-May 26 inclusive (i.e., twenty-three days before and twenty-three days after the departure from Boston on May 3, 1852, of the *Staffordshire* and *Shooting Star*):

Name of Clipper	Tonnage	Departure 1852	Length of Passage in Days	
			Elapsed	Reported
ATALANTA	1,289	New York Apr. 14	142	142
PATHFINDER (bark)	373	New York Apr. 17	152	152
ANTELOPE (N.Y.)	1,186	New York May 8	155	149
BEVERLY	676	Boston May 10	144	144
FLYING CLOUD	1,782	New York May 14	115	113
GAZELLE	1,244	New York May 18	136	135
HIPPOGRIFFE	671	Boston May 17	156	155
N. B. PALMER	1,399	New York May 22	130	126 net (put into Valparaiso)
JOSEPHINE	947	New York May 25	147	144 net (put into Valparaiso)

Continuing her voyage around the world, the *Shooting Star* crossed the Pacific from San Francisco to Hong Kong in 41 days; thence to Shanghai in 12 days. She loaded at Woosung and made a very good run of 106 days to New York in the unfavorable monsoon. The ship, leaving Boston May 3, 1852, was back at New York February 27, 1853, having circumnavigated the globe in 9 months and 24 days, or an even 300 days, of which 264 days were spent at sea and 36 days in unloading, loading, and detention in ports. It was reported that in six working days following the arrival of the *Shooting Star* at San Francisco August 17, 1852, the ship "discharged all her cargo and had all accounts and freight money settled and forwarded to her owners."

The third voyage of the *Shooting Star* was also in the California trade, but in this case the return was made with an eastbound run around Cape Horn. Of the ten clipper ships that cleared East Coast United States ports for San Francisco during the thirty-day period March 29-April 27, 1853, inclusive, the *Shooting Star,* sailing from New York on April 14 (about the middle of the period), made the second shortest passage. She was beaten only by the fast *Eclipse* (Capt. Joseph Hamilton), which made a two-day faster run. The average length of passage of the nine clippers, other than the *Shooting Star,* sailing during this thirty-day period was 138 days, port to port, and 135½ days "net" as claimed (maximum, 150 days; minimum, 121 days) as against the 123-day passage of the *Shooting Star,* which, it has been claimed, was made in 121 days, pilot to pilot. On the return leg of Voyage No. 3, the *Shooting Star* sailed from San Francisco to Honolulu, where she loaded deep with whaling products (oil and bone) and made a splendid fast passage of 89 days from that port to New London, Conn.

Voyage No. 4 was in the China trade. Considering the sailing conditions encountered, the *Shooting Star* made good passages each way. She sailed from New York April 25, 1854, and arrived at Hong Kong August 11 after a passage of 108 days, clearance to entry, reported by Captain Kingman as 107 days. (Howe and Matthews say that the run was made in 110 days.) On September 19, 1854 (after "38 days detention in port, loading and unloading"), the *Shooting Star* sailed back to New York, where she arrived January 4, 1855, after a passage of 107 days; also reported as "a good run of 106 days, Whampoa to New York."

The outward passage of Voyage No. 5 was the *Shooting Star's* fourth and last westward run around Cape Horn to California. The ship cleared New York under the command of Captain King-

man on March 21, 1855, and reached San Francisco July 15 after a passage of 116 days (elapsed time); also reported as 115 days. This run, although not the shortest passage of the four made to California, was probably the ship's finest sailing performance over the westward Cape Horn course, considering the conditions of wind and sea encountered. It was a cold winter rounding of the Horn, with heavy weather in the southern latitudes, but the ship beat all her competition and registered the fastest run of any of the seventeen clippers arriving at San Francisco from a North Atlantic port during the fifty-six-day period June 30-August 24, 1855, and the best passage of any of the eighteen clipper ship sailings from East Coast United States ports during the sixty-three-day period March 8-May 9, 1855. The following table gives a comparative record of the eight clipper ships, with their sailing performances, that cleared an East Coast port during the twenty-four-day period March 9-April 2 (i.e., twelve days before and twelve days after clearance from New York of the *Shooting Star*):

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1855	Length of Passage in Days	
			Port	Date 1855		Elapsed Time	As Reported
WITCHCRAFT; 1850; 1,310	Freeman	Paul Curtis, Chelsea, Mass.	New York	Mar. 10	July 13	125	122
EAGLE; 1851; 1,296	Farran	Perrine, Patterson & Stack, Williamsburg, N.Y.	New York (sailed Mar. 16)	Mar. 13 cleared	July 15	124 or 121	Claimed 115 net at sea on course
					Said to have put into Rio.		
QUEEN OF THE SEAS; 1852; 1,356	Tay	Paul Curtis, Medford, Mass.	Boston	Mar. 18	Aug. 2	137	136
SWORDFISH; 1851; 1,036	H. N. Osgood	W. H. Webb, New York	New York (sailed Mar. 23)	Mar. 19 cleared	July 21	124 or 120	120
SHOOTING STAR; 1851; 903	Kingman	James O. Curtis, Medford, Mass.	New York	Mar. 21	July 15	116	115
WAR HAWK; 1855; 1,067	Simmons	George W. Jackman, Newburyport, Mass.	Boston (maiden voyage)	Mar. 27	Aug. 2	128	128
CORINGA; 1851; 777	Hallett	Jotham Stetson, Medford, Mass.	Boston	Mar. 31	Aug. 30	152	150
GAME COCK; 1850; 1,392	Joseph Osgood	Samuel Hall, East Boston	New York (was 121 days to Pacific equator)	Apr. 1	Aug. 24	145	Stated as both 145 and 150

On the return passage of Voyage No. 5 via Honolulu and Cape Horn, the *Shooting Star* got into trouble. She put into Pernambuco (87 days out from Honolulu) short of provisions and, upon sailing, struck rocks about forty miles to the northward of the Brazilian port and suffered severe damage. After lightering part of her cargo, the ship went back to Pernambuco "slightly hogged." Following temporary repairs, she proceeded to New York, where she arrived March 22, 1856. Instead of being completely overhauled, the *Shooting Star* was kept in service "as she was."

She sailed on her Voyage No. 6 from New York May 24, 1856, to China and made a fine run out of 98 days to Hong Kong. The ship was then put in the Asiatic coast trade. After a bad experience with a typhoon in the China Seas, in which she sustained further structural damage, she put into Singapore. She was sold to Bangkok parties for the reported price of $40,000 and went under the Siamese flag. The *Shooting Star* continued in active service in Pacific and East Indian waters until 1867, in which year she was reported wrecked on the coast of Formosa, when sixteen and a half years of age.

Reed, Wade & Company and successor firm, Samuel G. Reed & Company, thought well of the *Shooting Star I* and of her record as a very fast sailer and fine sea boat for a clipper ship of her footage and tonnage, even though they were seemingly lax in making proper repairs after—through no fault of her own—her hull was badly strained on the rocks off the South American coast in the

winter of 1855-1856. The firm built a second *Shooting Star* in 1859. However, she was a medium and not an extreme clipper, and during the Civil War this ship was a victim of the Confederate raider *Chickamauga.* Three years after the end of *Shooting Star II,* the Reed firm, after buying the extreme clipper *Ino* from the U.S. Government, renamed this fast little vessel (about the size of the original *Shooting Star*) the *Shooting Star III.* As previously stated, the sixteen-and-a-half-year-old New York-built clipper, which had seen active naval service throughout the length of the Civil War, promptly proved worthy of the name by making an amazingly fast run of 97 days from the Capes of Virginia around Cape Horn to San Francisco.

The clipper ship *John Wade* of 639 tons, launched at Medford, Mass., in midsummer 1851, was the smallest real clipper ever built or owned by Reed & Wade and successor companies (excluding the diminutive *Geo. E. Webster* of 354 tons, built in 1850, which was a different type of vessel). The *John Wade* was described as a "medium clipper," but was also declared by her builder, Hayden & Cudworth, to be the firm's "first sharp ship." She followed the *Shooting Star* (also built at Medford, Mass., but by a different builder) by about five and a half months. Capt. John Wade, for whom Reed & Wade's second real clipper was named, was said to have designed both vessels. The *John Wade* had a flat floor for a clipper of her time of construction, her deadrise being only 17 in. as against 24 in. for the *Shooting Star.* The *"Wade"* was quite straight, with only a 2-ft. sheer, but she was described by contemporaries as "a beautiful little ship, very rakish in appearance." She had four yards on the fore and mizzen and five on the main and was fitted with single topsails. Reed & Wade owned the *John Wade* for about three years, and in that time the ship made three voyages around the world. The time at sea was reported as follows:

	Length of Passage in Days			
Voyage No.	Port to San Francisco	Transpacific	From China Home	Total
1	131	47	118	296
2	117	46	106	269
3	120	52	96	268

The following table gives a comparative record of the sailing performance of the *John Wade* on her three westward Cape Horn passages to California, set forth in relation to all the other clipper ships making similar passages at about the same time. Whereas the *John Wade* was too small for the Cape Horn run, her performance over that course is highly creditable considering the conditions encountered.

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Willis	Boston	Sept. 5, 1851	Jan. 14, 1852	131	131 (at sea 128)

The only clipper ship sailing to California from an East Coast United States port during the month of Sept. 1851 (or during the thirty-nine-day period Aug. 22-Sept. 30 inclusive). Had head winds most of the way. Was 71 days to Cape Horn and 112 days to Pacific equator. Ran from line to pilot grounds in 16 days, but was held outside Golden Gate three days. The only sailing between Aug. 5 and Sept. 5 was that of the HORNET (1,426 tons), which sailed Aug. 21 and made a 155-day passage. The sailings following the JOHN WADE were: COMET (1,836 tons) on Oct. 1, 105 days elapsed (103 days reported); TRADE WIND (2,045 tons) on Oct. 2, 122 days elapsed (121 days reported).

No. 2	Little	New York	Sept. 11, 1852	Jan. 7, 1853	118	117

Off Cape Horn, spoke GOLDEN CITY (810 tons), which had left New York four days before her, but reached port three days after her. Captain Little reported beating her one day on run. All other clipper sailings between Aug. 26 and Sept. 26 were: MONSOON (773 tons) on Aug. 28, 130 days; ISABELITA HYNE (350 tons) on Sept. 8, 124 days; MALAY (868 tons) on Sept. 14, 118 (or 117) days (reported 116 days); CHARLES MALLORY (698 tons) on Sept. 15, 115 days; THOMAS WATTSON (349 tons) on Sept. 20, 131 days. The average length of the seven clipper ship passages, with sailings during the thirty-one-day period, was 122 days. All of the ships were small and averaged only 641 tons, which was practically the same as the 638 registered tonnage of the JOHN WADE.

(Continued on next page)

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 3	Little	Boston	Aug. 21, 1853	Dec. 22, 1853	123	120

Cleared the same day as the WIDE AWAKE (758 tons), which beat her nine days to port (elapsed time) and eight days as reported. All other clipper sailings, however, between Aug. 17 and Aug. 29 inclusive (thirteen days) resulted in passages of much longer time, as follows: SOUTHERN CROSS (938 tons) on Aug. 19, 145 days (146 days); ONWARD (874 tons) on Aug. 27, 151 days (150 days); THOMAS WATTSON (349 tons) on Aug. 27, 155 days; ROVER'S BRIDE (376 tons) on Aug. 27, 152 days. The average length of the six clipper ship passages, with sailings during the thirteen-day period, was 140 days, clearance to entry.

In the summer of 1854, the *John Wade* was sold by Reed & Wade to J. J. Dixwell, of Boston, and was put in the China trade. In 1856, under Captain Harding, she made a long passage of 163 days in the British tea trade, leaving Foochow on June 10. The American bark *Maury* (Capt. C. A. Fletcher) beat the sharper-lined and more heavily canvased British yachtlike clipper *Lord of the Isles* on the run to the English Channel and London; but the *John Wade,* which made a race of it over the course as far as South Africa, lost her mainmast in heavy weather off the Cape of Good Hope and limped into London under a jury rig. (British records of this "race" are given in Volume IV, page 2226.) The British tea clipper *Chrysolite* also had trouble with her spars during the gales experienced, but not being so severely damaged as the *"Wade,"* she completed her passage in 144 days. The American clipper *Ringleader* (1,156 tons), with Capt. Richard Matthews in command, left Foochow one week after the *John Wade* and *Maury* and was 137 days to London. Returning from London to Hong Kong, the *John Wade* made a good run out of 99 days and beat all competition.

On March 28, 1859, when approaching eight years of age, the *John Wade* (Captain King), shortly after leaving Bangkok for Hong Kong, struck an uncharted rock in the Gulf of Siam and became a total loss. All hands were saved.

The *Onward,* launched at Medford, Mass., July 3, 1852, was the third real clipper ship built by Reed, Wade & Company. She was relatively small (874 tons) and full-modeled enough to be rated as a "medium" clipper. The ship was not sharp-ended, with convex instead of concave entrance lines. She had 20 in. deadrise in 17 ft. 3 in. half beam, 6 in. tumble home, and 2 ft. 3 in. sheer. The *Onward* was fairly heavily canvased, her principal masts and spars being as follows:

	Fore	Main	Mizzen
Length — lower mast	70 ft.	75 ft.	69 ft.
" — topmast	41 "	43 "	32 "
" — lower yards	66 "	70 "	50 "
" — topsail yards	50 "	54 "	44 "
Diameter — lower mast	23 in. (one stick)	27 in. (made)	26 in. (made)

The length of the main yard was 2.03 times the breadth of the ship's beam. The ship was well built by J. O. Curtis under the supervision of her first commander, Capt. Jesse G. Cotting. She was used as a merchant ship for over nine years and by the United States Navy for over twenty-three years before she was sold to Peruvians by the government, November 1, 1884 (for the small sum of $1,850), after having been used as a store ship and stationed at Callao for several years.

The *Onward* was a slow sailer but a good carrier and an unusually good sea boat. Her sailing performances were generally poor. The ship made three westward California passages. On her maiden voyage, under Captain Cotting, she outsailed the ships that traversed the course about the same time, but most of them were very small vessels. On her second passage to California, the *Onward* sailed about even with two very small clippers that cleared eastern ports the same day that she sailed, but was badly beaten by all the sizable ships that sailed either a little while before or after her. On her third and last westward Cape Horn run, the *Onward* made a very poor speed performance. She was beaten by all of the twenty-one other clippers that sailed during a period of

fifty-two days before and seventeen days after her departure. The following table gives a comparative record of the three westward California passages of the *Onward*:

California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 1	No. 1	Jesse G. Cotting	Boston	July 29, 1852	Dec. 1, 1852	125	125 (also incorrectly stated as 120)

Ran from the Pacific equator to the Golden Gate in 19 days. The ship's fastest run over the course—and surprisingly fast considering the length of the passages made by all of the other nine clipper ships that sailed during the twenty-three-day period July 12-Aug. 3 inclusive, whose records are as follows: POLYNESIA (1,084 tons) on July 20, 141 days (reported 140 days); WARNER (500 tons) on July 22, 150 days (via Rio); BUENA VISTA (661 tons) on July 25, 152 days; ALBATROSS (Captain Knowles) on July 29, 167 days; bark JENNETTE (248 tons) on July 31, 149 days; bark BLACK SQUALL (400 tons) on July 31, 156 days (via Valparaiso); SEAMAN (546 tons) on July 31, 131 days (reported 128 days); bark GOLDEN AGE (Captain Strong) on Aug. 1, 148 days; RAVEN (712 tons) on Aug. 1, 122 days (also stated as 121). All of these ships were small except the moderate-sized POLYNESIA, but the RAVEN, SEAMAN, and POLYNESIA were fast vessels.

No. 2	No. 2	Thomas F. Wade	New York	Aug. 27, 1853	Jan. 25, 1854	151	150

Was 45 days to Atlantic equator, 74 days to 50° S. Atlantic, 28 days in heavy gales rounding Cape Horn, and 102 days to 50° S. Pacific. The ONWARD was one of three clippers clearing East Coast ports on Aug. 27, the other two, with their length of passages, being as follows: THOMAS WATTSON (349 tons) from Philadelphia, 155 days; ROVER'S BRIDE (376 tons) from Baltimore, 152 days. Six clippers arrived at San Francisco Jan. 25, 1854, in addition to the ONWARD: OCEAN PEARL (847 tons) sailed Sept. 12, 135 days; bark GREENFIELD (500 tons) sailed Sept. 17, 130 days; BALD EAGLE (1,704 tons) sailed Oct. 2, 115 days; KINGFISHER (1,286 tons) sailed Oct. 3, 114 days; PAMPERO (1,375 tons) sailed Oct. 9, 108 days (also reported as 109 days and 105 days to coast). The ONWARD was beaten thirty days by JOHN WADE of 638 tons, sailing Aug. 21, and thirty-six days by FEARLESS of 1,184 tons, sailing Aug. 30.

No. 3	No. 4	E. A. Luce	New York	May 6, 1856 (cleared)	Oct. 15, 1856	162	158

Was 71 days to 50° S. Atlantic and 26 days rounding Cape Horn in heavy gales and ice, with a terrific hurricane for eighteen hours. Was 97 days to 50° S. Pacific and 118 days to Pacific equator. Took 40 days to run from line to Golden Gate, but 20 days were spent in calms. This passage of the ONWARD was the longest of the twenty-two clippers that sailed from an East Coast port during the sixty-nine-day period Mar. 14-May 21 inclusive. The closest sailings to the ONWARD were as follows: NAPIER (1,811 tons) on May 4, 142 days (reported 140 days); SEA SERPENT (1,402 tons) on May 4, 131 days (reported 130 and 129 days); SANTA CLAUS (1,256 tons) on May 3, 141 days (reported 140 days); JOHN GILPIN (1,089 tons) on May 5, 140 days (reported 139 days); NOR'WESTER (1,267 tons) on May 7, 138 days (reported 132 days); JOHN ELLIOT THAYER (1,918 tons) on May 11 (or May 13), 134 or 132 days (reported 130 days); FLYING DUTCHMAN (1,257 tons) on May 18, 124 days (also stated as 125 days); ROBIN HOOD (1,181 tons) on May 20, 125 days (reported 125 days).

Average length of three westward California passages, 146 days from clearance to entry and 144 days as reported.

The return passage of Voyage No. 1 was from San Francisco eastward around the Horn via Honolulu, where the ship loaded for New York. She made a run home in 113 days. Her second voyage was around the world. Crossing the Pacific from San Francisco to China, the ship loaded at Shanghai and made a tea run to England. Clearing Shanghai April 11, 1854, the *Onward* reached the discharging dock in London on August 28 and, according to British reports, made a passage of 139 days, clearance to entry. This was slow time for an American clipper. Sailing conditions were evidently adverse in the China Sea, for it was reported that the ship ran from Anjer to London in 89 days and was 50 days beating down the China Sea against the monsoon. Voyage No. 3, with Capt. Thomas F. Wade in command, was from London to Melbourne and back via Calcutta, the last leg of the voyage being made in 114 days. Following her last westward Cape Horn run to California, when the ship was particularly unlucky with winds and seas and did her worst sailing, the *Onward,* under Capt. E. A. Luce, crossed the Pacific from San Francisco to Singapore and surprised her commander, owners, and the shipping fraternity in general by making a sailing record between the ports. Leaving San Francisco November 2, 1856 (after eighteen days in port), the ship reached Singapore on December 15 after an amazingly fast passage of only 43 days.

John Ogden, of New York, purchased the *Onward* in 1857, and after engaging for the next few years in the East Indian and Asiatic trade, the ship completed her last voyage as a merchantman when she arrived at New York June 21, 1861, after a passage of 115 days from Shanghai. The vessel had made a good run down the China Sea to the Straits of Sunda, but was 101 days from

Anjer to New York and 45 days from the Cape of Good Hope. She required 56 days to make the run from Java Head to the Cape.

The *Onward* was sold on September 9, 1861, to the United States Government for the sum of $32,000 ($36.6 per ton for a ship a little over nine years old). As a sailing cruiser, she was armed with eight 32-pounders and a 30-pounder Parrott rifle and given a crew of 103 men. She was about the same size, was acquired by the government at about the same time, and was similarly armed and fitted out to perform the same sort of naval work during the Civil War as was the *Ino*. Although the *Onward* could not compete with the *Ino* as a fast sailer, the records show that the ship performed with eminent satisfaction during the war in giving protection on certain trade routes to unarmed United States merchant ships and in searching for blockade runners. After the war, the U.S. Navy continued to use the ship principally as a store ship. She was stationed at Callao, Peru, for a number of years and was sold for the small sum of $1,850 at that port on November 1, 1884, when thirty-two and a third years old.

The medium clipper ship *Queen of the Pacific* of 1,356 tons, built by Isaac Ewell, Pembroke, Maine, and launched November 1852, although first owned by John M. Mayo, of Boston, was soon acquired by Reed, Wade & Company. She was said to be "a rather fast but unlucky ship." The *"Queen"* made no fast completed passages, although she did some good sailing at times. She was lost on her sixth voyage. On three of the five voyages completed, she had to put into some port en route. On two of these occasions, she had been partially dismasted, was leaking badly, and in evident distress.

The ship sailed from Boston for San Francisco January 26, 1853, on her maiden voyage, loaded with ice, with Capt. William Reed in command. The stowage of the cargo, from the standpoint of insulation, was defective. The ice melted, and the ship became very crank, so that she could not carry much canvas. Bad weather was experienced off Cape Horn, and the ship was 30 days making the rounding from 50° S. Atlantic to 50° S. Pacific, during which she lost a topmast and was badly battered forward. On June 6, the ship put into Valparaiso for repairs, 131 days out from Boston. After a detention of ten days, the *"Queen"* proceeded to San Francisco, running to the equator in 22 days and from the line to the Golden Gate in 31 days. San Francisco was reached August 9, 1853, after a passage, port to port, of 195 days and a reported passage of 184 days at sea. The New York clipper *Oriental* of 1,003 tons (Capt. C. A. Fletcher) cleared New York the same day that the *Queen of the Pacific* sailed from Boston. The *Oriental* sailed from Sandy Hook the next day, had bad weather off the Falklands, and sprang the head of the foremast badly. (For three days, she had to point northeast, with the southwest wind, while repairs were being made.) She was within fifty miles of the Golden Gate when only 98 days out, when she ran into a calm, and took two days to reach port. Clearing at the same time as the *Queen of the Pacific*, the four-year-old *Oriental* anchored in San Francisco Bay May 7; whereas the new *"Queen"* (354 tons, or 35 per cent, larger) did not arrive until August 9, or over three months later.

The unfortunate *Carrier Pigeon* of 844 tons (Capt. Azariah Doane), also owned by Reed, Wade & Company and also making her maiden voyage, left Boston two days after the *Queen of the Pacific*. Whereas she never reached her destination, she went ashore in a dense fog about fifty miles to the south of the Golden Gate on June 6, when 129 days out of Boston. The *Star of the Union* of 1,057 tons (Capt. George H. Willis), another Reed, Wade & Company clipper also on her maiden voyage, left New York January 29, three days after the *Queen of the Pacific* sailed from Boston, and reached San Francisco on June 2 (sixty-eight days before the *"Queen"* arrived) after a passage of 124 days. The *Golden Racer* of 837 tons (Capt. Benjamin M. Melcher) sailed from Boston the same day (January 29) as the *Star of the Union* left New York and was at San Francisco June 9 after a passage of 131 days (reported as 130 days).

Completing her first voyage, the *Queen of the Pacific* crossed the Pacific from San Francisco to Singapore in 64 days and continued around the world sailing westward. She made the last leg of her voyage, a passage from Calcutta to Boston, in 119 days.

Voyage No. 2 of the *"Queen"* was from Boston to Callao, where she loaded guano. She made the run home, with a passage of 72 days from Callao to Hampton Roads. Voyage No. 3 was to Nicaragua, coal laden, thence to Calcutta, and back home. Voyage No. 4 commenced with a sailing from New York in January 1857, with coal for San Juan del Sur. The ship was dismasted and badly buffeted during a hurricane in Lat. 25° N. She put into St. Thomas in February, badly

strained and making much water. The vessel was condemned and sold and, after repairs, was once more put in the California trade by the new owners. It is felt that Reed, Wade & Company still continued to be financially interested in the vessel, as Captain Dubois, late of the *Shooting Star (I)*, was placed in command. The *"Queen"* left New York July 8, 1858, bound for San Francisco. When ten days out, it was found that the ship's large iron fresh-water tank was leaking and most of the water had been lost. She called at Pernambuco August 14 to obtain the needed supply, and after a port detention of six days, the *"Queen"* left Pernambuco August 20. She was 26 days to the Straits of Le Maire and 14 days rounding the Horn, and on the 77th day out from Pernambuco, she was 600 miles from the Golden Gate. There, the ship ran into calms and light, baffling winds and completed the passage in 12 days, averaging during this time only about 2 knots per hour. Upon arrival at San Francisco on November 17, 1858, the *"Queen"* had completed her passage, port to port, in 132 days, of which 126 days had been spent at sea—37 days from New York to Pernambuco and 89 days from Pernambuco to San Francisco. A comparative record of all the five clipper ship passages to California, with clearances from East Coast United States ports during the twenty-nine-day period June 25-July 23, 1858, is as follows:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1858	Length of Passage in Days	
			Port	Date 1858		Elapsed Time	As Reported
INDIAMAN; 1854; 1,165	Smith	Hugh McKay, East Boston	Boston	June 30	Nov. 17	140	140
EAGLE WING; 1853; 1,174	Worth	J. O. Curtis, Medford, Mass.	New York	June 30	Nov. 10	133	131
SILVER STAR; 1856; 1,195	Wade	J. O. Curtis, Medford, Mass.	New York	July 4	Nov. 21	140 (also recorded as 149 days elapsed)	140
QUEEN OF THE PACIFIC; 1852; 1,356	Dubois	Isaac Ewell, Pembroke, Maine	New York	July 8	Nov. 17	132	126 net at sea
CHALLENGE; 1851; 2,006	Fabens	W. H. Webb, New York	New York	July 17	Nov. 12	118	114 (also 116)

Completing her Voyage No. 5, the *Queen of the Pacific* made a return eastward Cape Horn passage from San Francisco to New York in 107 days.

Commencing her last voyage, which was not completed, the *Queen of the Pacific,* with Captain Dubois in command, cleared New York July 27, 1859, and sailed from Sandy Hook the next day. On September 19, when 53 days out and making poor time, the ship struck on a reef some 185 miles north of Pernambuco. All attempts to get the ship off were futile, although a portion of the cargo was salvaged. The vessel became a total wreck and, it is said, "broke in two amidships." When lost, the *Queen of the Pacific* was less than seven years old. However, she had been turned over to the underwriters and condemned when only four and a quarter years old and, on her maiden voyage, had been compelled to make port when strained and leaking badly.

The *Star of the Union* of 1,057 tons was the fifth real clipper ship built for Reed, Wade & Company. She was launched December 9, 1852, from the yard of J. O. Curtis, Medford, having been built under the supervision of Capt. George H. Willis, who was in command of her during her first voyage. The vessel was classified as "an extreme clipper ship specially designed for speed, with long, very sharp ends and concave lines, lofty masts, long spars and carrying a big spread of canvas." With a breadth of beam of 35 ft., the *"Star"* had a lower mainmast 80 ft. long and a main yard 72 ft. long. The figurehead of the ship was a good wood carving of Daniel Webster. Reed, Wade & Company sold this ship, after she had made one complete round voyage, to I. H. Bartlett & Son, of New Bedford, for a price reported as $70,000 (or $66.2 per ton), which is said to have given the original owners a good profit. Following the clipper ship decade of the fifties, the ship was evidently reacquired by her original owners, as through most of the sixties her registered owners were stated as S. G. Reed & Company (of New York).

For a ship of her model fineness and sail spread, the *Star of the Union,* evidently, made no outstandingly fast runs, although she was generally considered by the marine fraternity as "a good

speedy vessel." She had the reputation of being unlucky in the wind and weather experienced and in the unfavorable time of the year—for speed—that she was sent over the various trade routes. The ship made eight westward Cape Horn passages to California. A comparative record of the sailing performances on the first four of them—sailed in the clipper ship decade—is set forth herewith:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Willis	New York	Jan. 29, 1853	June 2, 1853	124	124 (also stated 123)
	The passage was faster than that of six of the seven clipper ships that sailed during the seventeen-day period Jan. 26-Feb. 11 (following the ORIENTAL and before the SWORDFISH) and equaled that of the GOVERNOR MORTON, which sailed Feb. 8. The six ships that she beat, port to port, were: QUEEN OF THE PACIFIC, 195 days; CARRIER PIGEON, 129 days; GOLDEN RACER, 131 days; MYSTERY, 139 days; NORTHERN CROWN, 156 days; GOLDEN STATE, 154 days.					
No. 2	F. A. Stahl	New York	June 9, 1854	Oct. 14, 1854	127	124
	Beaten by the four clippers that sailed nearest to her, these ships and their passages being: GALATEA, June 4, 115 days; GAZELLE, June 3, 116 days (114); NOR'WESTER, June 13, 123 days (122); COMPETITOR, May 24, 122 days. She beat the four clippers that sailed after the NOR'WESTER, these ships and their passages being: KATE HOOPER, 132 days; VICTORY, 189 days; GRACE DARLING, 143 days; and CLIMAX, 137 days.					
No. 3	F. A. Stahl	Boston	Nov. 26, 1855	May 10, 1856	166	119 on course, at sea (also claimed 113 "net")
	Was 31 days to the Atlantic equator. Passed Staten Island Jan. 20, 55 days out; then ran into very heavy gales. The rudderhead was twisted off. Ship made Port Stanley, at the Falklands, Feb. 12, 78 days out. Repaired, sailed, and reached scene of accident after delay of 47 days. Was 23 days from 50° S. to equator and 30 days from line to port, being held off Golden Gate eight days in dense fog. The nearest clipper ship sailings were: DARING, Nov. 22, 112 days; FAIR WIND, Nov. 22, 138 days; BREWSTER, Nov. 23, 126 days; ISAAC JEANS, Nov. 28, 135 days; HOLLANDER, Nov. 30, 134 days.					
No. 4	F. A. Stahl	New York	Feb. 23, 1858 (cleared)	July 5, 1858	132	124 (also claimed 122)
	The nearest clipper ship sailings were: RADUGA, Feb. 24, 173 days via Rio; GAUNTLET, Feb. 27, 163 days (reported 162 days); CHARGER, Mar. 2, 121 days; RATTLER, Mar. 9, 116 days (claimed 115); PHANTOM, Feb. 15, 126 days (reported 125 days); SOUTHERN CROSS, Feb. 12, 142 days (reported 140 days); STAG HOUND, Feb. 6, 121 days.					

The fastest lifetime sailing performance at sea over the Cape Horn route was the outbound passage on Voyage No. 3, which gave the longest of all her runs, port to port. On this voyage, the *"Star"* was off the Golden Gate in a dense fog for eight days, and the passage has been said to have ended with the ship on the pilot grounds in time as low as 113 days "on the course, at sea." (On this run, the arrival at San Francisco is given as both May 10 and May 11, but the ship was in the Bay on the 10th.) Of the total of eight westward passages to California, two others were very slow (148 days and 141 days), made under most adverse conditions. The ship's other five direct passages show great uniformity in length, as they were made in 124, 124, 122, 121, and 125 days, respectively—an average of 123 days. The average length of all the *"Star's"* eight Cape Horn passages to San Francisco was 135½ days, port to port, and 128 days as reported at sea, which is not a good speed record for an extreme clipper.

The *Star of the Union* made her fastest direct run to San Francisco in 1864, a passage of 121 days. On this run, the ship had only light winds in the Atlantic and South Pacific and crossed the Pacific equator when 98 days out. On the 109th day, she was within 500 miles of the Golden Gate, but light and baffling winds and calms caused her to take 12 days to complete the journey. The *Hornet* of 1,426 tons made the passage at about the same time and also a run of 121 days, but did not experience the bad luck of the *"Star"* in the North Pacific. We are told that when the two clipper ships were loading at New York for San Francisco in December 1863, Captain Harding of the *Hornet* and Captain Reed of the *Star of the Union* bet $500 each that their respective ships would arrive at San Francisco in "120 days or less." Each made a passage of 121 days, but only extreme bad luck kept the *"Star"* from winning. She crossed the Pacific equator on the 98th day out, while the larger and presumably faster *Hornet* required 103 days to reach the line. In the

North Pacific, the *"Star"* did the faster sailing until she was at a point that would normally have been about three days from port, when the wind left her, and she required 12 days to complete the passage and 23 days to run from the Pacific equator. The *Hornet* covered this last leg of the course in 18 days and recovered the full five days that she had lost to the *"Star"* in the Atlantic, rounding the Horn, and in the South Pacific. Captain Harding claimed that the *Hornet* was "off the Heads on the 120th day," but Captain Reed of the *"Star"* retorted, "Hell! I was off the coast and knocking on the door on the 112th day but couldn't get in until the 121st day. Neither did the *Hornet,* and if I had had Harding's luck north of the Line, the *Star* would have won by from 5 to 9 days."

Notwithstanding this "heartbreaking dawdling" off the California coast for 12 days, during which the ship loafed along at an average speed of only 1.7 knots, this run of 23 days from the Pacific equator to San Francisco was the shortest ever made by the *Star of the Union* over this part of the course (her average time, 30 days; her longest, 38 days). On one other occasion, the ship was held up off the California coast, requiring 10 days to cover the last 500 miles, and on her fastest passage of 119 days "on the course," the *"Star"* was outside the Golden Gate in a dense fog for eight days. The ship's fastest time on all her different passages to certain points on the Cape Horn course was 23 days to the Atlantic equator, 53 days to 50° S. Atlantic, and 90 days to the Pacific equator.

The *Star of the Union,* on her initial run, continued around the world, crossing the Pacific from San Francisco to Hong Kong in the slow time of 58 days, but followed this with a fine passage of 105 days from Shanghai to New York (81 days from Anjer). The return leg of her second voyage was 48 days from San Francisco to Callao, where she loaded guano, and a run of 94 days to Philadelphia. The third voyage was completed with a direct return from San Francisco to New York in 106 days. On the fourth California voyage, she returned by way of Mazatlan and Liverpool.

In 1859 the *Star of the Union* was chartered by the United States Government to return to Africa Negroes who had been aboard several slavers captured by U.S. naval vessels. In 1861-1862, the vessel made another eastward rounding of the Horn, running from Callao, with guano, to New York in 81 days. In 1863, in the same trade, she made a run of 107 days from Callao to Cadiz. The *"Star"* crossed the Atlantic westbound from Cadiz to New York in 35 days and, in 1865, from Newcastle, England, to New York (deeply laden with coal) in 37 days.

Upon her last arrival at San Francisco in May 1866, S. G. Reed & Company offered the *Star of the Union* for sale at $35,000 (about $33 per ton for a ship about thirteen and a half years old). We are told that "there were no takers, although her freight list on the passage just made had been over $26,600." The ship left San Francisco June 16, 1866, and was at Honolulu from June 30 to July 12. While making an eastward rounding of Cape Horn bound for New York, the *"Star"* was in collision with, and sank, the British bark *Simon Habley.* Evidently, the *Star of the Union* was herself severely damaged by this accident. Although she continued on her course, in early November she put into Rio de Janeiro in distress and leaking badly. As a result of a survey, the ship was condemned and sold. She was probably cheaply repaired and operated by South Americans for a few years, as it is said she was in service in 1868, but her name does not appear in the official registers of 1869.

The *Flying Dragon* of 1,127 tons, built by Trufant & Drummond, Bath, Maine, in 1853 (launched in June), was one of the fastest of the fleet of clipper ships owned by Reed, Wade & Company and Samuel G. Reed & Company, although she was positively not an extreme clipper. Her builders referred to her as "a rather fine model with a good spread of canvas that you can call a half clipper." The ship did some good and, at times, spectacular sailing. She was unlucky on her maiden voyage, which was in the California run, with Capt. Judah P. Baker in command. She was 35 days in battling gales off Cape Horn and was held off the California coast for a week by lack of wind. Captain Baker died in mid-Pacific. Ignoring this initial passage when the fates set so definitely against her, the *Flying Dragon* made five other westward Cape Horn passages to California, which averaged 114½ days. The fastest was a splendid run of 97 days and the slowest 126 days; her lifetime average, including the unusual and dramatic first passage, was 120 days. A comparative record of all the six westward passages to San Francisco made by the *Flying Dragon* during her sea life of some eight and a half years is presented herewith:

California Westward Passage	Voyage	Captain	Departure Port	Departure Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 1	No. 1	Judah P. Baker	Boston	July 21, 1853	Dec. 16, 1853	148	148

Was 35 days off Cape Horn, where bowsprit and fore lower yard were sprung and jib boom and head rigging and sails carried away. Crossed Pacific equator Nov. 20, 122 days out. Was at 35° N., 128° W. on Dec. 7, but required nine days to complete passage. The two clipper ships sailing one before and one after the FLYING DRAGON, with their passages, were as follows: WHISTLER (820 tons) from Boston July 16, 131 days; WIZARD (1,601 tons) from New York July 24, 148 days, port to port. The WIZARD was partially dismasted and was at Rio 23 days undergoing repairs.

No. 2	No. 3	James A. Little	New York	July 28, 1855 cleared (sailed July 31)	Nov. 23, 1855	118 or 115	114

Was 30 days to the Atlantic equator, 12 days rounding Cape Horn, and 22 days from Pacific equator to port. The other six clipper ships sailing during the twenty-seven-day period July 14-Aug. 9 made passages as follows: SIROCCO (1,130 tons) on July 14, 132 days (reported 125); HORNET (1,426 tons) on July 20, 115 days (reported 113); GRACE DARLING (1,197 tons) on July 25, 129 days; MIDNIGHT (962 tons) on Aug. 6, 145 days (144); WILD ROVER (1,100 tons) on Aug. 6, 137 days (136); MATCHLESS (1,033 tons) on Aug. 9, 132 days (131).

No. 3	No. 4	James A. Little	New York	Nov. 24, 1856 cleared (sailed Nov. 27)	Mar. 5, 1857	101 or 98	97

When three days out (in 39° N., 60° W.), ran into heavy gale, with high seas, which lasted three days and caused damage on deck. Was 21 days to Atlantic equator, 47 days to Horn, and 17 days rounding the Horn. Crossed Pacific equator on 81st day and ran from line to port in 16 days. Considering the bad weather off the Horn, this was one of the finest sailing performances over the Cape Horn route to California. The twelve clipper ship passages with clearances in Nov. and Dec. 1856 were all made in good time with the exception of the 149-day passage of the JOHN MILTON.

No. 4	No. 5	James A. Little	New York	Mar. 25, 1858	July 30, 1858	127	126

Was 30 days to the Atlantic equator. Had calms and light winds to 26° S., thence head gales to 50° S. Atlantic. Passed Cape Horn 69 days out. Was 14 days rounding the Horn. Crossed the Pacific equator on 101st day and ran from line to port in 25 days in light winds. The three clipper ships sailing within ten days of the "DRAGON" made passages as follows: DAVID CROCKETT (1,679 tons), 117 days (claimed 116); WEST WIND (1,071 tons), 137 days; MORNING STAR (1,105 tons), 125 days; and RINGLEADER (1,156 tons), 114 days—an average of 123 days.

No. 5	No. 6	Horace H. Watson, Jr.	Boston	May 8, 1859	Sept. 6, 1859	119	119 (also stated 118)

A fast passage considering conditions of wind and sea. By far the best sailing performance of all the nine clippers that cleared port for California during the forty-two-day period Apr. 21-June 1, 1859: WITCH OF THE WAVE II (1,020 tons) on Apr. 24, 135 days; VIKING (1,349 tons) on Apr. 30, 134 days; B. F. HOXIE (1,387 tons) on May 2, 137 days; CHERUBIM (1,796 tons) on May 9, 193 days; NORTHERN LIGHT (1,021 tons) on May 16, 123 days (also 120; claimed 116 days net); WEBFOOT (1,091 tons) on May 17, 152 days; GOLDEN EAGLE (1,121 tons) on May 23, 217 days (also 215; 211 at sea); WILD ROVER (1,100 tons) on May 25, 179 days (also 178).

No. 6	No. 7	Horace H. Watson, Jr.	New York	Feb. 28, 1861	June 24, 1861	116	116

A fast passage considering the sailing conditions and the experience with the ship on the return leg of the previous voyage, when the crew tried to force Captain Watson to abandon the ship at sea.

On May 25, 1856, the fast and big clipper ship *Sweepstakes* of 1,735 tons (Capt. George E. Lane) reached San Francisco after a splendid passage of 95 days; but until the *Flying Dragon* dropped her anchor in San Francisco Bay on March 5, 1857, after a run of 97 days from New York, none of the 75 clippers that had sailed from East Coast ports for California in the interim between the departure of the *Sweepstakes* and that of the *Flying Dragon* had made a passage of 100 days or less. Following the *"Dragon,"* the *Great Republic* of 3,357 tons (whose size was of material help in rounding the Horn and in the North Atlantic) reported a great run of 92 days, and the *Westward Ho* of 1,650 tons made a fast passage of 100 days, reaching San Francisco on March 26, 1857, twenty-one days after the *Flying Dragon*. Thereafter, not one of the 250 clipper ships clearing from an East Coast United States port after mid-December of 1856 made a passage to San Francisco in better than 100 days until the *Sierra Nevada* of 1,942 tons, sailing from Boston December 24, 1859, and the *Andrew Jackson* of 1,679 tons, sailing from New York the day after, made runs of 98 days (reported as 97 days) and 89 days, respectively. The passage of the *Andrew Jackson* of 89 days and 4 hours is the all-time record over the course. Between May 25, 1856 (when the *Sweepstakes* arrived), and March 24, 1860 (when the *Andrew Jackson* arrived), only one clipper ship had reached San Francisco from an East Coast port in equal or shorter time than the 97-day run of

the *Flying Dragon,* which ended March 5, 1857. During that period of 3 years and 10 months of arrivals, there had been a corresponding period of departures from East Coast ports from February 20, 1856, to December 25, 1859 (3 years 10⅙ months), during which 333 clipper ships had cleared for California. Some historians have credited the *Flying Dragon* with making the fastest California passage of all the sailings of 1856. She did not do this, for the *Great Republic,* a ship of three times her size, holds that honor. With this one exception (when tonnage and power gave the big ship a tremendous advantage in a comparative sailing contest), the *Flying Dragon* made the best westward passage of any ship around the Horn during a period of some forty-six months, or a scant four years of time.

A comparison between the sailing performance of the *Flying Dragon* and the *Great Republic* over the various sections of the Cape Horn course to California on this winter passage is of interest:

	FLYING DRAGON	GREAT REPUBLIC
Tonnage	1,127	3,357
Captain	James A. Little	Joseph Limeburner
Sailed from New York	Nov. 27, 1856	Dec. 7, 1856
From Sandy Hook to the Atlantic equator	21 days	16 days
From the equator to 50° S. Atlantic	26 "	25 "
Rounding the Horn—from 50° S. Atlantic to 50° S. Pacific	17 "	9 "
From 50° S. Pacific to the equator	17 "	23 "
From the Pacific equator to San Francisco	16 "	19 "
Arrived at San Francisco	Mar. 5, 1857	Mar. 9, 1857
From Sandy Hook to 50° S. Atlantic	47 days	41 days
From Sandy Hook to 50° S. Pacific	64 "	50 "
From Sandy Hook to Pacific equator	81 "	73 "
From Sandy Hook to San Francisco	97 "	92 "
The Atlantic run to 50° S.	47 days	41 days
Rounding the Horn	17 "	9 "
The Pacific run from 50° S.	33 "	42 "
Length of passage	97 "	92 "

It is evident that the *Great Republic* obtained a great advantage over her smaller adversary in the North Atlantic, where gales blowing from a favorable direction permitted the big ship to cover 413 miles in one day and make a record run to the line (reported as 15 days 18 hours), and when rounding the Horn. On these two sections of the course, the *Flying Dragon* was handicapped in heavy weather by her relatively small size. Whereas she did not encounter as favorable winds as the *Great Republic* during most of the Atlantic run, she was required to buck heavier gales and seas than her rival in rounding Cape Horn. The *Great Republic* gained five days on the *Flying Dragon* in the North Atlantic and had an advantage of eight days in rounding the Horn, a total of thirteen days over these two sections of the course. In the South Atlantic, the ships sailed about even, but in the Pacific the *Flying Dragon* outsailed the bigger ship over every part of the run north and beat her by nine days. The *Flying Dragon* sailed from 50° S. Pacific to San Francisco in the record time of 33 days.

When the *Flying Cloud* made her 90-day passage from New York to San Francisco (reported as 89 days 21½ hours) in 1851, that ship was very lucky in the weather encountered off Cape Horn and, rounding the Cape, ran from 50° S. Atlantic to 50° S. Pacific in only 7 days. The *Flying Dragon,* a much smaller ship (the *"Cloud"* being 655 tons, or 58 per cent, larger than the *"Dragon"*), required 17 days in her northern winter run of 1856-1857 to cover this critical part of the course and, therefore, was handicapped, comparatively, a full ten days in these southern latitude waters. Over the remainder of the course, the *Flying Dragon* outsailed the famous *Flying Cloud,* running about even with her in the Atlantic but outsailing her by about four days on the entire run north in the Pacific. If the *"Dragon"* had had the same luck as the *"Cloud"* in rounding the Horn, she would have made an all-time record passage of 87 days.

The November and December 1856 sailings from East Coast ports for California generally resulted in fast passages, and the record of all the twelve clipper ships clearing between November 1, 1856, and January 3, 1857 (a period of sixty-four days), with their passages over the westward Cape Horn course, is of interest. Only one of the vessels (the *John Milton*) made a slow passage

(149 days), and only one other (the *Wild Rover*) required over 120 days to make the run. The other ten clipper ships made passages from either New York or Boston to San Francisco that averaged only 107¾ days—an amazingly high speed performance for ten ships out of twelve consecutive sailings. The average length of the entire twelve passages, with clearings covering a period in excess of two months, was 112¾ days. The average length of the seven consecutive clipper ship passages with sailings from November 13 to December 7 was 106½ days, and these were all the clearances during a period of thirty-seven days.

Name of Clipper, Year Built, and Tonnage	Captain	Departure			Arrival at San Francisco 1857	Length of Passage in Days		
		Port	1856 Clearance	1856 Sailing		Clearance to Entry	Sailing to Entry	As Reported
ANDREW JACKSON; 1855; 1,679	Williams	New York	Nov. 13	Nov. 15	Feb. 28	107	105	102 (claimed 101 by agents)
FLYING MIST; 1856; 1,183	Linnell	Boston	Nov. 15	Nov. 17	Mar. 12	117	115	115
FLYING DRAGON; 1853; 1,127	Little	New York	Nov. 24	Nov. 27	Mar. 5	101	98	97
UNCOWAH; 1856; 988	Kirby	New York	Nov. 28	Nov. 29	Mar. 26	118	117	116
MORNING STAR; 1853; 1,105	Foster	Boston	Dec. 4	Dec. 4	Mar. 16	102	102	102 (also 101)
FLYING EAGLE; 1852; 1,004	Bates	Boston	Dec. 5	Dec. 5	Apr. 4	120	120	118
GREAT REPUBLIC; 1853; 3,357	Lime-burner	New York	Dec. 5	Dec. 7	Mar. 9	94	92	92
JOHN MILTON; 1855; 1,445	Harding	New York	Dec. 8	Dec. 8	May 6	149	149	149
WESTWARD HO; 1852; 1,650	Hussey	New York	Dec. 16	Dec. 16	Mar. 26	100	100	100
WILD ROVER; 1853; 1,100	Crowell	Boston	Dec. 17	Dec. 18	Apr. 24	128	127	126
REPORTER; 1853; 1,474	Howes	New York	Dec. 24 (or Dec. 25)	Dec. 24	Apr. 17	114	114	114 (also 113) (also claimed 110 to coast)
WEBFOOT; 1856; 1,091	Hedge	New York	Dec. 26 (or Dec. 25)	Dec. 26	Apr. 23	118	118	118 (also reported 119)

On the westward Cape Horn Passage No. 2, the *Flying Dragon* outsailed all her competitors except the fast clipper *Hornet* and ran about even with her. This bigger ship (300 tons larger) had an advantage of five days in rounding the Horn, as she took only 7 days from 50° S. Atlantic to 50° S. Pacific to the *"Dragon's"* 12 days. On Passage No. 4, she beat the *West Wind* (a clipper of about the same size), which sailed the same day, by eleven days, but was beaten by nine days by that great Cape Horner *David Crockett* (a ship 552 tons, or 50 per cent, larger), which had sailed the day before her and benefited by more favorable winds in the southern latitudes. On Passage No. 5, the *Flying Dragon* outsailed every one of the eleven clipper ships that cleared an East Coast port during the fifty-five-day period April 9-June 2, 1859. The average length of passage of these eleven vessels was 166 days, clearance to entry, or forty-seven days more than the 119-day run of the *Flying Dragon.*

On the return legs of her six California voyages, the *"Dragon"* made eastward Cape Horn passages on three, continued around the world via India on two, and was lost before she returned home on her last voyage. The ship made three passages from Calcutta to Boston. The first of them was the return leg of her Voyage No. 2, which was a round trip between the United States and India. On this voyage, the *Flying Dragon* (Captain Little) left New York October 20, 1854, and ran out to Sand Heads, Calcutta, in 101 days; returning, she sailed from Saugor (Calcutta) March 20, 1855, and reached Boston June 28 after a passage of 100 days. She was 48 days from the Cape of Good Hope and made the run from the Atlantic equator home in 20 days.

The continuation of Voyage No. 3 (the ship's second California voyage) consisted of an 80-day passage from San Francisco to Calcutta, with a stop at Singapore, and a slow 125-day run to Boston. The ship required 71 days to work down the Indian Ocean to the Cape of Good Hope against adverse winds. She was then 54 days from the Cape and 28 days from the Atlantic equator to Boston. The route traveled on Voyage No. 4 was the same as on the preceding passage. The ship required 92 days to reach Calcutta from San Francisco, including her detention at Singapore, but she ran from Saugor to the Cape of Good Hope in 49½ days, or 21½ days less than was required on the previous voyage.

The return leg of the maiden voyage of the *Flying Dragon* was in the guano trade and consisted of a run of 50 days from San Francisco (January 6, 1854) to Callao (February 25) and a passage of 91 days from Callao (April 13) to Norfolk, Va. (July 12). The ship's only other eastward Cape Horn run was the return leg of Voyage No. 5 (her fourth California voyage). The *"Dragon"* left San Francisco August 17, 1858, and was 19 days to Jarvis Island. She sailed October 7 and arrived at Boston January 17, 1859, after a passage of 102 days, with detention at Hampton Roads, Va.

The continuation of Voyage No. 6 (the fifth to California) from San Francisco and home was a weird affair. Captain Horace H. Watson, Jr., was in command, and it was his first voyage in the vessel. The *"Dragon"* sailed from San Francisco October 3, 1859, for Honolulu, which she made after a good run of 11 days 16 hours. Proceeding to Baker's Island, the ship loaded guano for Hampton Roads, Va., and sailed February 7, 1860. When 13 days out, in Lat. 27° S., Long. 176° W., the vessel was found to be leaking at such an alarming rate that 400 of her 1,225 tons of cargo were jettisoned. The crew objected to the necessary work of steady, vigorous pumping during the period that Captain Watson was heading for the nearest port, and he and his officers resisted by force of arms the attempt of the men to take to the boats and abandon the ship. On March 4, after 25 days at sea, the *Flying Dragon* made Tongataboo. Most of the balance of the cargo was discharged, the ship pumped out, and the principal leaks stopped. The *"Dragon"* was in no physical condition, however, to continue around the Horn, so Captain Watson took her to Sydney, N.S.W., for dry-docking and repairs. After this work was completed, the ship made a splendid passage of 75 days from Sydney to Hampton Roads, Va., and reached port November 1, 1860. The round voyage had occupied 1 year 5 months 24 days, and the ship reached her port of destination 395 days after leaving San Francisco, 267 days out from Baker's Island, but only 75 days out from Sydney, Australia, her last port of call.

Continuing on her next and last voyage, the *Flying Dragon* ran from San Francisco to Melbourne and arrived there October 4, 1861, after a record passage of 53 days. She proceeded to Newcastle, N.S.W., with 500 tons of ballast aboard. After discharging the ballast and loading about 1,000 long tons of coal, the ship sailed for San Francisco and was at the Golden Gate January 29, 1862. This passage was later reported as a record run of 45 days and was so acknowledged for many long years. However, Howe and Matthews, the Massachusetts marine historians, say that it was a 55½-day and not a 45-day passage, but they also give the date of December 2, 1861, as the time when the *"Dragon"* commenced unloading 500 tons of ballast at Newcastle, N.S.W. It is seemingly beyond the realm of possibility that the ship could discharge 500 tons of ballast (a slow process), load 1,000 long tons of coal (with the facilities available at Newcastle for this purpose in 1861), and sail at 2:00 P.M. on December 5, or only three days after work had started to discharge her. In any event, it is apparent that all the ship's three last passages—two from and one to Australia—were very fast. Whereas the last sea voyage of the *Flying Dragon* was completed with satisfaction and apparently with honors, the ship never reached her unloading dock. On entering San Francisco Harbor in charge of a pilot, in the dark, and in thick weather and a heavy rain, when inside Fort Point she was hit by a terrific squall. Her anchors were dropped, but before they would hold, the ship struck the reef off Arch Point and soon became a total loss. It is said that nothing was saved from the wreck. At the time of this disaster, the *Flying Dragon* was about eight and two-thirds years old. She had proved, according to her owners, to be "a very fast, seaworthy and profitable ship," but it is evident that Reed, Wade & Company did not spend much money in keeping up the company's ships when freights were low. The condition of the hull of the vessel when sent to sea in 1861 was inexcusable. However, this had nothing to do with the loss of the ship, for she was destroyed by being piled up on the rocks through no fault of her own. An

investigation of the loss made by the authorities exonerated the pilot and affirmed that the disaster was caused by an act of God; however, it was said that the ship's windlass was defective, and there was some delay or interference encountered in paying out the cables.

The *Kingfisher* of 1,286 tons, launched August 18, 1853, by Hayden & Cudworth, Medford, was originally owned by William Lincoln & Company, Boston. In her later years of service under the American flag, the *Kingfisher* was owned by Samuel G. Reed & Company, Boston. When a little over eighteen years old, she went under the Uruguayan flag and saw steady service until 1890, at which time she was again sold and reached the hands of shipbreakers. During the period from October 1853 to November 1871, the *Kingfisher* was a prominent American clipper that became known throughout the Seven Seas as "a good and reliable, speedy ship." She was originally described as "an extreme clipper of pleasing model with a good spread of canvas." She had a 20-in. deadrise, with forward lines "as sharp and long as a steamboat," and a ratio of length to beam of 5.87 to 1. The deadweight capacity was stated at 1,350 tons, which is 1.05 tons per registered ton as per old measurement and 1.35 tons per registered ton as per the new (1865) measurement. Her builders expected the ship to prove very fast and suitable for the California, Australia, China, India, or any other service. Before her days under the Stars and Stripes were ended, she had performed creditably over all these ocean trade routes and become known as "a Yankee globe trotter."

The *Kingfisher* made six westward Cape Horn passages to California during the period 1853-1869 and was engaged in making a seventh when she put into Montevideo in the fall of 1871 and was sold. A brief synopsis of the six completed passages, spread over a period of sixteen years, is given herewith.

California Westward Passage	Year	Captain	Port of Departure	Length of Passage in Days		Remarks
				Elapsed	As Reported	
No. 1	1853-1854	Tully Crosby	Boston	114	114	Returned to New York via Peru—in guano trade.
No. 2	1855	Zenas Crosby	Boston	123	123	Continued around the world via China to London.
No. 3	1858-1859	Kimball Harlow	Boston	136	130 (also stated 128)	Returned via Valparaiso with copper to Britain.
No. 4	1862	William Freeman	New York	133	132	Continued in Pacific trade, 1863-1864.
No. 5	1866	Harding	New York	127	125	Returned to Liverpool in 123 days.
No. 6	1869	William Caldrey	Boston	135	135	Returned to Queenstown in 130 days.

The average length of these six westward Cape Horn passages to San Francisco is 128 days elapsed time, clearance to entry, and 126½ days as reported. The fastest passage was her first and the slowest her last.

The *Kingfisher* made only three of her six westward California passages in the clipper ship decade, and these averaged a little more than 124 days from clearance to entry and about 123 days as reported. The ship made no very long passage over this course, her range from fastest to slowest being 16 days in her three runs in the fifties and 10 days in her three runs in the sixties, with a lifetime range of only 21 days (minimum, 114 days; maximum, 135 days). The following table gives a comparison of the ship's sailing performances on her three westward Cape Horn runs made during the years 1850-1860:

California Westward Passage	Captain	Departure from Boston	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Tully Crosby	Oct. 3, 1853	Jan. 25, 1854	114	114 (109 to Heads)

Was 37 days to the Atlantic equator and 94 to the Pacific equator, traversing from line to line in 57 days. Made fast run of 15 days from Pacific equator to San Francisco Heads, where ship was held up five days in dense fog. Reached San Francisco in company with BALD EAGLE, which had cleared port two days and sailed one day before her. All other clipper ship passages with sailings between Sept. 20 and Oct. 18 were: MORNING LIGHT II (938 tons) from Philadelphia, Sept. 26, 136 days; N. B. PALMER (1,399 tons) from New York, Sept. 27, 121 days; MORNING LIGHT I (1,713 tons) from Boston, Oct. 3, 131 days; EUREKA (1,041 tons) from New York, Oct. 4, 125 days (123); SAMUEL RUSSELL (957 tons) from New York, Oct. 5, 107 days (106); PAMPERO (1,375 tons) from New York, Oct. 9, 108 days; NEPTUNE'S CAR (1,616 tons) from New York, Oct. 15, 117 days (115; also 116); SAMUEL APPLETON (781 tons) from Virginia, Oct. 16, 128 days.

(Continued on next page)

California Westward Passage	Captain	Departure from Boston	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 2	Zenas Crosby	Jan. 27, 1855	May 30, 1855	123	123 (also 121)

The six other clipper ship clearances for San Francisco from Jan. 15 to Feb. 1, with the passages made, were as follows: SYREN (1,064 tons) from Boston, Jan. 23, 132 days; HARRIET HOXIE (678 tons) from Philadelphia, Jan. 24, 127 days; ADELAIDE (1,831 tons) from New York, Jan. 27, 114 days; KATHAY (1,438 tons) from New York, Jan. 27, 124 days (121); PHOENIX (1,458 tons) from New York, Jan. 30, 126 days (124); PARAGON from New York, Feb. 1, 149 days (145). Three clipper ships, one of which was the KINGFISHER, cleared East Coast ports Jan. 27, 1855. The ADELAIDE beat the KINGFISHER on the run by nine days, and the KINGFISHER beat the KATHAY on elapsed time by one day, although each ship claimed a run of 121 days.

No. 3	Kimball Harlow	Nov. 2, 1858 cleared (sailed several days later)	Mar. 18, 1859	136	130 (also 128)

Was 22 days to the line. Had bad weather in the South Atlantic and was off the Horn 30 days. The new medium clipper INDUSTRY (1,106 tons), clearing the same day, made a passage of 153 days elapsed time and 146 days as reported. The other clipper ship clearances of Nov. 1-4 resulted in passages as follows: SEA NYMPH (1,215 tons) from New York, Nov. 1, 141 days (137); GREY FEATHER (587 tons) from New York, Nov. 3, 136 days (128; also 130); OCEAN TELEGRAPH (1,495 tons) from New York, Nov. 3, 134 days (125); MOONLIGHT from New York, Nov. 4, 154 days (150). The great difference between the elapsed time from clearance to entry and the reported length of run on these five passages (all that cleared between Oct. 24 and Nov. 10) is significant.

On the *Kingfisher's* fourth westward California run, which resulted in a passage of 132 days, the ship was 24 days off Cape Horn, and Capt. William Freeman reported that a severe gale, which lasted for two of these days, was "the worst I have ever experienced." The ship suffered much damage on deck and to her bulwarks. The *Kingfisher* spoke the *Fleetwing* (896 tons), from Boston, some forty miles S.W. of the Cape and beat her by four days on the run, in light winds, up the Pacific to the Golden Gate. On the *Kingfisher's* last and slowest Cape Horn passage to California, the ship ran to the equator in 25 days and then experienced "terrific head gales" in the South Atlantic, not reaching 50° S. until the 67th day. The Cape was rounded in 12 days. The *Kingfisher* was at 50° S. Pacific in 79 days and the Pacific equator in 108 days, and the run from the line to destination was made in 27 days.

The record of the eastward Cape Horn passages of the *Kingfisher* is rather meager, somewhat conflicting, and possibly incomplete. The following synopsis indicates that at least seven such passages were made:

Year	Ports	Remarks
1854	From San Francisco to Hampton Roads, Va., via Callao	In the guano trade. 50 days from San Francisco to Callao, Peru, and 69 days from Callao to Hampton Roads, Va.—a fast run.
1857-1858	From Callao to Liverpool (return passage of a Britain-West Coast of South America voyage)	96 days from Callao to Liverpool with guano.
1859	From San Francisco to Britain via Valparaiso	From San Francisco to Valparaiso in 50 days, where she loaded ore for Swansea, Wales.
1861	From San Francisco to New York	Was 47 days to the Horn, where mainmast was sprung in heavy weather. Was off Hatteras when 92 days out. Completed passage in 99 days to New York.
1867	From San Francisco to England	Passage of 123 days to Liverpool—loaded with wheat.
1868	From Baker's Island, Peru, to England	In guano trade (said to have 1,300 tons aboard).
1869	From San Francisco to England	Passage of 130 days to Queenstown—loaded with wheat.

The *Kingfisher's* first visit to China was by way of San Francisco on Voyage No. 2. She left San Francisco June 16, 1855 (after seventeen days in port), and reached Honolulu on June 26 after a very fast passage of 9 days 20 hours, port to port—a run that was announced in the press as "the fastest on record." This unusually speedy passage can be compared with other clipper ship claims of runs of 10 days or less between the two ports:

Name of Clipper and Tonnage	Captain	Year Built	Sailed from San Francisco	At Honolulu	Length of Passage as Claimed
FLYING CLOUD; 1,782	Josiah P. Creesy	1851	Sept. 16, 1852 (cleared; reported sailed Sept. 17)	Sept. 26, 1852 (passed; no stop)	8 days 8½ hours from pilot to a point off Honolulu
KINGFISHER; 1,286	Zenas Crosby	1853	June 16, 1855	June 26, 1855 (arrived)	9 days 20 hours
FLYING EAGLE; 1,004	Bates	1852	July 9, 1858	July 19, 1858 (arrived)	9 days 22 hours
HURRICANE; 1,608	Samuel Very, Jr.	1851	Sept. 20 or 21, 1854	Sept. 30 or Oct. 1, 1854 (passed; no stop)	10 days

The *Kingfisher* sailed from Honolulu to Hong Kong in 35 days and loaded tea at Canton for Britain. (Howe and Matthews say that after reaching Hong Kong, she went up the coast and loaded at Shanghai for London.) Upon arrival at England, the ship was chartered for a round voyage in the China tea trade. According to British records, the two passages made by the *Kingfisher* in the China-to-England tea trade were as follows:

China-Britain Tea Trade Passage	Voyage	Captain	Departure from China Port	Call at Anjer	Arrival at England: Deal	Arrival at England: At Dock London	Length of Passage
No. 1	No. 2	Zenas Crosby	Canton and Macao Oct. 20, 1855 (Hong Kong)	Nov. 7, 1855	Jan. 24, 1856	Jan. 28, 1856	Hong Kong to Anjer, 18 days; to Deal, 96 days; to London, 100 days. Anjer to Deal, 78 days; to London, 82 days.
The fastest run from China to England of any ship sailing from China in the years 1855 or 1856. Twenty-four American clippers made passages in this trade in 1855 and twelve in 1856.							
No. 2	No. 3	Zenas Crosby	Foo Choo Foo Oct. 4, 1856 (Shanghai)	Nov. 1, 1856	Jan. 18, 1857	Jan. 21, 1857	Shanghai to Anjer, 28 days; to Deal, 106 days; to London, 109 days. Anjer to Deal, 78 days; to London, 81 days.
The fastest run from Shanghai (850 miles up the coast from Hong Kong) made during the period of clearance from July 25, 1855, to Nov. 29, 1856, during which nineteen American clipper ships alone made sailings.							

The uniformity of the sailing of the *Kingfisher* on these two British tea runs is noteworthy. She was 78 days in the open sea run from Anjer to Deal on each, 18 days in the run down the China Sea from Hong Kong to the Straits, and 28 days on the much longer run from Shanghai—each of which was made during an unfavorable monsoon. (Howe and Matthews report the return leg of the 1856-1857 Britain-China voyage as "109 days from Foo Chow to the Lizard.")

The fourth voyage of the *Kingfisher* was another charter to the British, but this time in the Australia instead of the China trade. The ship sailed from London, with passengers and cargo, and arrived at Melbourne July 10, 1857, making a fast passage of 78 days from a Channel point (presumably the Lizard). Returning, she made her second eastward rounding of Cape Horn and sailed from Melbourne to the West Coast of South America. After loading guano, she made a run of 96 days from Callao to Liverpool. The British were so pleased with the *Kingfisher* that she was kept under charter, and in 1860, after her arrival in China from England, we are told, "she was chartered for use as a transport in the Peiho campaign against the Tai-Pings."

The ship left Hong Kong February 11, 1861, to proceed back to the United States and New York, sailing east via San Francisco and Cape Horn. She had a series of unfortunate experiences in her transpacific passage, although she did some very fast sailing. When 18 days out, she encountered a fierce monsoon and lost "an entire suit of sails." This was followed by a protracted spell of light head winds. She put into Yokohama for water when 39 days out, and after a detention of six days in port due to primitive facilities and officialdom, the incompetent pilot put the ship on a mud bank.

The *Kingfisher* did not finally leave what is now known as Yokohama until April 6, or fifty-four days after clearing Hong Kong, but she made a brilliant transpacific crossing, reaching San Francisco April 27, 1861, after a run from Yokohama of 21 days. It is said that this run has been beaten only once and equaled once in the entire history of sail. The *Golden West,* under Captain Putnam (a ship of 1,441 tons; built by Paul Curtis, East Boston, in the fall of 1852), was "off the coast of Japan" May 13, 1856, and "made the Farallon Islands" on June 2 after a run of something over 20 days, during which she logged 4,876 miles. This stands as the record from Japan to San Francisco, but two transpacific passages eastbound challenge it—the 21-day run of the *Kingfisher* from Kanagawa (now Yokohama) to San Francisco and a run of the extremely fast, big Webb-built clipper *Challenge* of 2,006 tons (Capt. John Land). In April 1852, when making a record run of 33 days from Hong Kong to San Francisco, Captain Land reported: "Ran to Golden Gate from a point opposite Japan in 18 days." Howe and Matthews give the dates of the fast transpacific passage of the *Kingfisher* as April 6, departure, and April 27, 1861, arrival, which give a 21-day passage, but they refer to it as "a passage of 22 days, which is within 12 hours of the record and otherwise only once equalled."

The *Kingfisher* loaded at San Francisco, and the bad fortune that had been evident on this voyage still pursued her. Leaving port in tow, the ship again got on a mud bank, and although she was got off on the next high tide, she had been structurally damaged. It required six weeks' time and a cost of about $24,000 to repair her. When she finally resumed her voyage and made her fourth eastward rounding of Cape Horn, the ship did some good sailing, but got into heavy gales and seas off the Horn and sprang the mainmast. She was off Cape Hatteras when 92 days out, and a 94-day passage seemed probable, when adverse winds held her back and lengthened her run home to 99 days.

After the long and unlucky 75-day crossing of the Pacific from Hong Kong to San Francisco, on which, however, the ship made a near record transpacific passage of 21 days, the *Kingfisher* made two other crossings from the China to the California port in 49 and 50 days, respectively. She experienced unfavorable sailing conditions on each run.

The *Kingfisher* had a most varied record of voyages over the world's trade routes while she was an American-owned ship. In addition to serving as a troop transport in China, she operated during the Civil War as a United States Army transport and in 1861-1862 made a round voyage, under Captain Tay, between Boston and the Mississippi. Returning to Boston, the ship went ashore (for the third time in ten months) during a thick snowstorm on the night of February 1-2, 1862, on a sand bar off Provincetown, Cape Cod. Although the *Kingfisher* was stranded for about eleven days, when the tugs hauled her off the bar (February 12) she was said to have suffered but "slight damage" and to be "making but little water."

Aside from three California voyages during the period 1862-1870, the *Kingfisher* saw service generally in the Pacific and in the British and Chinese trade, with at least one other call at Melbourne. Her last voyage as an American ship commenced with a departure from New York on June 20, 1871, with Captain Knapp in command, bound for San Francisco. The vessel encountered extremely heavy weather, which caused such bad leaks that she put into Montevideo "in distress" and with much of her cargo damaged. The freight salvaged and marketable was put aboard the bark *Moonbeam* and sent on to San Francisco, but the *Kingfisher* was condemned and turned over to the underwriters, who sold her in November 1871 (when eighteen and a quarter years old) to the Cibils—prominent Uruguayan capitalists and merchants—for $6,150 (i.e., $6.15 per ton for the vessel on her new measurement tonnage of 999 tons). The vessel was repaired, renamed the *Jaime Cibils,* and operated under the Uruguay flag (hailing port, Montevideo) in Atlantic trade for another nineteen years. It is said that she was then sold at auction at Montevideo and was later dismantled and broken up for metals and other salable materials. The *Kingfisher* saw, all told, some thirty-seven years of active sea life—about half of it after she had been condemned as the result of a rather superficial survey in a foreign port and "sold cheap" to Latin American owners.

The ship *Challenger* of 1,334 tons was an extreme clipper of the better class that was distinctly Bostonian. The vessel was designed by Samuel H. Pook, of Boston (America's foremost professional naval architect of the period—not associated with any one yard). She was built by Robert E. Jackson, of East Boston (one of the most talented, resourceful, and productive of Boston's shipbuilders), and was launched December 19, 1853, for W. & F. H. Whittemore, of Boston, and later

sold to Samuel G. Reed & Company. She was officered by Bostonians or at least natives of Massachusetts and New England. The *Challenger* was one of the most beautiful of the American clippers and had the yachtlike, yet thoroughly seagoing, distinction peculiarly associated with the designs of Pook. (This was also expressed in a measure by the large number of clippers that various New England builders copied from the models and designs of Pook—some authorized and others merely pirated.) She had a 20-in. deadrise in a 19-ft. 2-in. half beam, with a moderate tumble home, pleasing sheer, and sharp ends; yet the model was such that the ship carried well for an extreme clipper. The masts were lofty, the lower masts being 80, 85, and 75 ft. long, respectively, and the main lower yard was 78 ft. long, or 2.04 times the breadth of beam. The fore lower was 74 ft. long and the crossjack on the mizzen 59 ft. The ship was fast and handy, but she was unlucky as to weather. She never made a single long passage where the conditions as to wind and sea permitted her to make a very fast run.

The *Challenger* completed eight voyages while under the American flag, seven in the California and one in the China trade. On all of them, she had either not enough wind or too much. She was partially dismasted once (February 1859) in the North Atlantic and returned to port to be repaired. After being refitted, she beat the four clippers that sailed after her by from four to sixteen days in the run to San Francisco. Both the clipper that sailed from New York before her and the one that followed her on her original clearance for this passage (the *Northern Eagle* of 665 tons and the famous *Young America* of 1,961 tons) were dismasted in the North Atlantic and put into Rio de Janeiro for repairs.

On her maiden passage to California, the *Challenger* beat decisively all her competition. On her second westward Cape Horn run, which was the slowest that she ever made over the course, she made a faster passage than any of the five clipper ships that cleared New York or Boston during the period of from two weeks before to two weeks after her sailing. On her third run to California, the time made by the *Challenger* was not equaled by any ship that sailed within twenty days of her. Although dismasted on her fourth Cape Horn passage, the *Challenger* performed creditably—as before stated—when she resumed her run after repairs, and on her fifth passage, the last in the clipper ship decade ending with 1860 sailings, the *Challenger* beat all of the ships that cleared during a period of two weeks before her and three weeks after her except the fast *Panama.* Only on her last westward passage in the California trade, made in 1863, was the *Challenger* decisively beaten. On this run, when evidently outsailed by the *Mary L. Sutton,* the *Challenger* was relatively extremely unlucky as to winds encountered and was being operated too economically for speed. Her cut-down spars and greatly reduced crew made the ship perceptibly slower than she was in the fifties.

The following record shows the sailing performance of the *Challenger* on the seven westward California passages made under the American flag during the years 1854-1863 inclusive. After the completion of the seventh Cape Horn run to San Francisco (the outward passage of Voyage No. 8), the *Challenger* was "sold foreign" at San Francisco.

California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 1	No. 1	Hill	Boston	Feb. 6, 1854 cleared (sailed Feb. 17)	June 9, 1854	123 from clearing 112 from sailing	112

Was 60 days to Cape Horn, 88 days to Pacific equator, and 24 days from line to San Francisco. Ship badly laden, light, and crank, so unable to carry a press of canvas. The three clipper ship clearings before and the three after the CHALLENGER resulted in passages as follows: UNION (1,012 tons) on Feb. 3, 126 days; COEUR DE LION (1,098 tons) on Feb. 4, 133 days; WHIRLWIND (960 tons) on Feb. 4, 129 days; TINQUA (668 tons) on Feb. 9, 122 days; STILWELL S. BISHOP (595 tons) on Feb. 20, 132 days (via San Diego); METEOR (1,068 tons) on Feb. 22, 124 days (also 123).

No. 2	No. 2	Burgess	Boston	June 2, 1855	Oct. 14, 1855	134	134

Had either head winds or calms throughout the passage. Was 67 days to Cape Horn, 100 days to Pacific equator, and 34 days from line to San Francisco. The three clipper ship clearings before and the three after the CHALLENGER resulted in passages as follows: HIGHFLYER (1,195 tons) on May 17, 144 days; COMPETITOR (871 tons) on May 28, 139 days; RADIANT (1,318 tons) on May 28, 137 days; FLEETWING (896 tons) on June 2, 152 days; bark SNAP DRAGON (619 tons) on June 4, 126 days; GALATEA (1,041 tons) on June 15, 136 days.

(Continued on next page)

California Westward Passage	Voyage	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 3	No. 4	Winsor	New York	Oct. 24, 1857 (also stated Oct. 23)	Feb. 17, 1858	116 (also 117)	115 (also stated 111)

Was 56 days to Cape Horn, 94 days to Pacific equator, and 21 days from line to San Francisco. The three clipper ship clearances before and the three after the CHALLENGER resulted in passages as follows: SANTA CLAUS (1,256 tons) on Oct. 8, 128 days; BOSTONIAN (1,100 tons) on Oct. 17, 138 days; STARLIGHT (1,153 tons) on Oct. 21, 118 days; WEBFOOT (1,091 tons) on Nov. 12, 119 days (also 120); DON QUIXOTE (1,429 tons) on Nov. 15, 111 days (also 109); VITULA (1,188 tons) on Nov. 20, 128 days.

No. 4	No. 5	Winsor	New York	Jan. 26, 1859 (returned Feb. 16; sailed again Apr. 16)	Aug. 15, 1859	201 (121 from second sailing)	120

This was a disastrous voyage at the start, for the ship, partially dismasted, returned to New York twenty-one days after sailing. Repairs occupied fifty-nine days, with port detention. After sailing the second time, the ship was 20 days to the line and 56 days to the Horn, but off the Cape had 14 days of gales. The NORTHERN EAGLE (665 tons), which sailed Jan. 25, was 188 days reaching San Francisco via Rio, and the YOUNG AMERICA (1,961 tons), sailing Jan. 30, made a 175-day passage, port to port, also having to put into Rio for repairs en route.

No. 5	No. 6	Winsor	New York	May 29, 1860	Oct. 4, 1860	128	128

Was 31 days to the Atlantic equator, 66 days to Cape Horn, 97 days to the Pacific equator, and 31 days from the line to San Francisco. NEPTUNE'S FAVORITE (1,347 tons) left New York two days before her and followed her into port by eight days. The BLACK PRINCE (1,061 tons), clearing New York May 25, made a passage of 146 days. The METEOR (1,068 tons), clearing May 30, made a 135-day run (claimed 133 days), but the fast PANAMA (1,139 tons), sailing June 2, went out in 121 days (reported as a 120-day run).

No. 6	No. 7	Winsor	New York	Aug. 13, 1861	Dec. 9, 1861	118	118

Captain Winsor reported "an uneventful passage of 118 days." Practically nothing is known of this voyage except the return leg of 40 days from San Francisco to Callao; thence, loaded with guano for Holland, sailed June 4, 1862. Was in collision with the ship ROSWELL SPRAGUE in Bremerhaven Roads on Oct. 20, 1862. Made a rough 42-day passage from Rotterdam to New York in ballast, arriving home Dec. 13, 1862.

No. 7	No. 8	Winsor	New York	Feb. 7, 1863 cleared (sailed Feb. 12)	June 20, 1863	133 from clearing 128 from sailing	128

Captain Winsor reported a passage of 128 days under unusually unfavorable sailing conditions, but dates of clearance and arrival give an elapsed time of 133 days. The ship's sailing was evidently delayed at New York. The MARY L. SUTTON (1,448 tons), being fortunate in picking up good winds, reached San Francisco on June 15 (five days ahead of the CHALLENGER) and beat her by fourteen days on the run by a passage of 114 days.

The average length of the seven westward California passages was 122 days as reported; the fastest was 112 days (her first), and the slowest was 134 days (her second run over the course).

The third voyage of the *Challenger* was in the China trade. The ship ran from New York out to China and returned to New York (1856-1857), but no records of this voyage seem to have been preserved. The return leg, or continuation, of the ship's other six completed voyages can be briefly summarized as follows:

Voyage No. 1: From San Francisco to Manila in 52 days. Sailing from Manila Oct. 10, 1854, she arrived at Boston Jan. 23, 1855, after a passage of 105 days (elapsed time); reported as 104 days and 83 days from Anjer.

Voyage No. 2: From San Francisco to Hong Kong in a reported "34 days sailing time," which, if correct, is a record and beat the 36-day passage of the *Memnon* (1,068 tons) from San Francisco to Canton (Nov. 9-Dec. 15, 1850). The *Challenger* cleared San Francisco Nov. 9, 1855, and was entered at Hong Kong Dec. 19, which is 40 days elapsed time, clearance to entry. However, it is known that the ship was delayed in sailing and was at Hong Kong Dec. 18; therefore, the claim of 34 days might be correct and cover the time of a scant 35 days from discharge of pilot off the California coast to the taking on of a pilot outside the harbor of Hong Kong. Continuing, the ship went up the coast to Shanghai, where she loaded silk and tea reported as having a value of about two million dollars and being "the most valuable cargo ever put in a single ship at any Chinese port" up to that time. When sailing July 1, 1856, the *Challenger,* under the charge of the pilot, went ashore near the mouth of the river and was got off, with difficulty, after much delay. When afloat once more, she proceeded direct to New York without apparent injury.

Voyage No. 4: From San Francisco to New York via Peru, where she loaded guano. Left San Francisco Apr. 19, 1858, and Elide Island July 9. Reached

New York Oct. 17, 1858, after a passage of 100 days from Elide Island. This was the ship's first eastward rounding of Cape Horn.

Voyage No. 5: From San Francisco to New York via Peru, where she loaded guano. Sailed from Elide Island Dec. 14, 1859, and arrived at New York Mar. 19, 1860, after a passage of 96 days.

Voyage No. 6: From San Francisco to Liverpool. Sailed from San Francisco Nov. 3, 1860, and arrived at Liverpool Feb. 21, 1861, after a passage reported as 109 days (110 days elapsed time); crossed the Atlantic, leaving Liverpool Apr. 10 and reaching New York May 5, 1861, after an excellent passage of 25 days, considering the conditions. The ship was deep laden with coal. When 4 days out, a violent gale blew practically all the ship's canvas away. It is said, "For three days thereafter the ship had no sail on her and for five days had no main course, maintopgallant sail nor spanker." Yet she made an unusually fast transatlantic passage to the westward.

Voyage No. 7: From San Francisco to Holland via Callao, where she loaded guano. This was the ship's fourth and last eastward Cape Horn passage. After discharging part of her cargo at Bremerhaven (where she was in collision), the ship left Rotterdam, in ballast, Nov. 1, 1862, and reached New York Dec. 13, 1862, after a tempestuous transatlantic passage of 42 days against strong westerly gales throughout the entire run. A good deal of ice was encountered east of the Banks.

Following the completion of her seventh westward Cape Horn passage, the *Challenger* was sold at San Francisco to the Peruvian Government. She became a member of the fleet of virtual slavers that were used to transport coolies across the Pacific from China to work on the Peruvian guano deposits. When N. Larco, agent for the Peruvian Government, bought the *Challenger* from Samuel G. Reed & Company, the Civil War was on, and many American ships, because of the depredation of the Confederate raiders and commerce destroyers and the resulting high cost of insurance and operation, were being either laid up or transferred to foreign registry. At the time of her sale (June 20, 1863), the *Challenger* was about nine and a half years old, and the reported purchase price was $41,000, or $30.7 per registered ton. The ship was renamed *Camille Cavour,* with Callao the hailing port. Later, she saw much service in carrying lumber from Puget Sound to West Coast South American ports. In October 1875, when engaged in this trade, she was either wrecked on the coast of Mexico near Manzanillo or abandoned at sea and later driven ashore. The ship was about twenty-two years old at the time of her loss. No money had been spent on her for a decade; as a matter of fact, no "unnecessary money" had been spent on her by her Boston owners for maintenance for several years before she was "sold foreign." It would seem that the *Challenger* was a well-built as well as a beautiful and a fast ship.

The *Ocean Telegraph* of 1,495 tons, one of the later clippers, was designated by her builders and the marine fraternity as an "extreme clipper." Launched from the J. O. Curtis yard at Medford, Mass., she attracted a good deal of attention. Samuel H. Pook had something to do with the design of this ship, and he furnished the model or her builders copied from the lines of other Pook ships. She had a very moderate deadrise, a fine sheer, a good raking bow, with a more-than-usual flare (which added to her seaworthiness), sharp, long below-water end lines, and a model that "in every respect was beautiful, well proportioned, and harmonious and that gave promise of high speed." The practical construction of the ship, according to contemporary reports, was given particular attention by her builders. We are told, "No expense was spared to make the *Ocean Telegraph* one of the most perfect ships ever built." One innovation was the great height of the upper 'tween decks, which measured 9 ft. The vessel, built with a 23-ft. depth of hold, had only two laid decks, although "rugged deck beams were built in and well braced for a lower deck, tying the sides of the ship well together, but making the vessel better adapted for the carrying of bulk cargoes such as guano, coal, and grain." The deadweight capacity of the *Ocean Telegraph* is unknown, but she was reported as carrying 2,260 tons "weight and measurement goods" on a westward Cape Horn passage to California. That her model was sharp is suggested by the fact that whereas her tonnage was 1,495 tons based on the American formula for measurement, which considers only the ship's prime dimensions, it was 1,244 tons (i.e., 251 tons, or 17 per cent, less) when measured in Britain and based on a tonnage formula that took into consideration the fineness, or fullness, of the model. The *Ocean Telegraph* spread 11,000 yards of canvas, but she was evidently not oversparred for her day. She did not carry as many light-air sails as the usual clipper and, it is said, "had no studding sails on the mainmast."

The *Ocean Telegraph* was designed and built as a Cape Horner and has the distinction of being used exclusively in that trade during the entire period in which she sailed under the Stars and

Stripes. The ship made eight complete California voyages before she was "sold foreign" in 1863. The following table gives a comparative record of her westward passages, which were all from New York to San Francisco, with the time of departures on these passages spread over a period of seven and a quarter years (from July 22, 1854, to October 25, 1861):

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	George H. Willis	July 22, 1854	Nov. 24, 1854	125	124
Was 65 days to Cape Horn, where ship had bulwarks stove in and lost part of deck load. At Pacific equator when 101 days out and was off California coast, 100 miles south of Golden Gate, on 117th day, when delayed by fog. Also reported "becalmed last 6 days." Ran even with the FEARLESS (1,184 tons) and beat all the other nine clippers that sailed between July 3 and Aug. 11, 1854.					
No. 2	George H. Willis	Aug. 10, 1855	Dec. 8, 1855	120	118
Was within 100 miles of San Francisco when 110 days out; held up by fog and baffling, light winds. Made the fastest passage of the twelve clipper ships clearing between July 29 and Sept. 11. Beat the MATCHLESS (1,033 tons), which sailed a day before her, by thirteen days. The MORNING STAR (1,105 tons), the first clipper to follow her over the course, was beaten by twenty days.					
No. 3	George H. Willis	Aug. 1, 1856 cleared (sailed Aug. 5)	Jan. 3, 1857	155 or 151	150
Was 46 days to Atlantic equator against head winds; was off the Horn for 40 days, during 12 days of which made no forward progress whatsoever. The nearest sailing to that of the OCEAN TELEGRAPH was the OCEAN PEARL (847 tons), which cleared New York five days after the "TELEGRAPH" and made a reported passage of 158 days. The OCEAN PEARL was 30 days off Cape Horn.					
No. 4	George H. Willis	Nov. 24, 1857 cleared (sailed Nov. 28)	Mar. 15, 1858	111 or 107	105 days 20 hours
Was off Rio when 35 days out and was only 50 days from New York to the Horn—the fastest run of the season. Was at Pacific equator in 87 days and ran from line to San Francisco in 19 days. Best day's run, 300 miles. Said to be the fastest reported passage of the thirty-four clipper ships between the FLYING DUTCHMAN, which cleared New York May 30, 1857, and the TWILIGHT, which left New York Jan. 5, 1858.					
No. 5	Potter	Nov. 3, 1858 cleared (sailed several days later)	Mar. 17, 1859	134 or 127	125
The fastest passage of the eight clippers that cleared during the twenty-nine-day period Oct. 15-Nov. 12, 1858, inclusive. Beat the GREY FEATHER, which cleared the same day, by two days and the MOONLIGHT, which cleared the following day, by sixteen days. The average difference between the elapsed time (clearance to entry) and the length of passage as reported of eight clippers was eight days.					
No. 6	James A. Little	Nov. 24, 1859	Mar. 12, 1860	109	109
Was up with the Horn 55 days out; had no trades in South Pacific. Was at Pacific equator on the 91st day and made a good run of 18 days from the line to San Francisco. Beat the GREAT REPUBLIC (3,357 tons), which sailed Nov. 23 (the day before her), by one day. The JOHN LAND, sailing Nov. 25, was 270 days, port to port.					
No. 7	James A. Little	Sept. 22, 1860 cleared (sailed Sept. 26)	Jan. 30, 1861	130 or 126	125
Encountered poor sailing conditions throughout passage. The only other sailings during the twenty-seven-day period Sept. 11-Oct. 7, 1860, inclusive were the SHIRLEY, which made a 160-day passage, and the SKYLARK of 1,209 tons, which was 142 days on the run out.					
No. 8	James A. Little	Oct. 25, 1861	Feb. 15, 1862	113	112
A fast passage considering the winds experienced and the passages of all other vessels made about the same time. This was the outward run of the last voyage as an American ship and was made after the ship was well reconditioned in New York.					

The *Ocean Telegraph* had a lifetime record of eight westward Cape Horn passages to California, which averaged (as reported) 121 days. Omitting the 150-day passage of Voyage No. 3, when extremely adverse sailing conditions were encountered, the average of the other seven runs was 117 days. Of these passages, all were of 125 days or less, four were of 118 days or better, and two were in less than 110 days (106 and 109 days, respectively). Her best run as reported was

105 days 20 hours. However, the ship showed her class by beating the big clipper *Great Republic* on her 1859-1860 run, as the two vessels sailed and arrived within a day of each other. The *Great Republic* (3,357 tons) was 2¼ times the size of the *Ocean Telegraph* (1,495 tons) and was in her element and did her best sailing on the Cape Horn route. During this passage, all the honors of performance were with the *Ocean Telegraph,* notwithstanding the fact that the ship was badly laden and overloaded and was carrying some of her cargo on deck. Captain Little reported that his ship was "very tender and deep in the water, drawing 23 feet of water"—which is the exact officially measured depth of hold; yet the ship made a 109-day passage, whereas the best that the bigger and better laden *Great Republic* could do under her extremely competent commander, Capt. Joseph Limeburner, was 110 days.

As all the eight voyages of the *Ocean Telegraph* while she was an American ship were in the California trade with no transpacific runs, all the return passages were to the eastward around Cape Horn. The following record gives a brief synopsis of these eight eastward and homebound runs:

Voyage No. 1: From San Francisco to Callao, Peru, 50 days. Loaded guano at Chincha Islands for New York. When about a week out, found to be leaking very badly (10 in. per hour), so on 8th day turned back to Callao for examination and repairs. Discharged part of cargo and, sailing from Callao Apr. 28, 1855, arrived at New York June 25 after a record run of 58 days (reported New York HERALD of June 26, 1855).

Voyage No. 2: From San Francisco to Honolulu, where she loaded whale oil. Then made a fast passage from Honolulu to New York in 92 days.

Voyage No. 3: From San Francisco to New York direct in 98 days.

Voyage No. 4: From San Francisco to New York direct in 98 days. Ran in the "Moore and Folger's Line" and carried passengers in the cabin at a fare of $100 each in competition with the steamers, which, operating via Panama, were charging $135 for a steerage passenger.

Voyage No. 5: From San Francisco to New York direct in 106 days.

Voyage No. 6: From San Francisco to Callao, Peru, and thence to New York in ballast, as load of guano not available and too many ships were waiting for cargoes. Made a passage of 70 days from Callao to New York.

Voyage No. 7: From San Francisco to New York direct in 90 days. Sailed from San Francisco Apr. 6, 1861. Passed the Horn 42 days out and crossed Atlantic equator on 63rd day after a remarkably fast run. Light winds and calms held back the ship in the North Atlantic, and she required 27 days to run from the line to port, reaching Sandy Hook, New York, July 5, 1861.

Voyage No. 8: From San Francisco to Callao, Peru, where she loaded with guano. Sailed for Queenstown, Ireland, "for orders."

The *Ocean Telegraph* made four passages direct from San Francisco to New York, which averaged 98 days, one from Honolulu to New York (deep laden) in 92 days, and two from Callao, Peru, to New York, which averaged 64 days. These fine lifetime averages of seven eastward Cape Horn passages to an East Coast United States port are noteworthy and probably unequaled.

The ship was reconditioned in New York in the late summer of 1861 and spent some time in dry dock. After she made one more voyage, with the return passage to England, it was decided to sell the ship because of the scare to United States shipping and the rapid advance of insurance rates caused by the Confederate commerce destroyers. The *Ocean Telegraph,* when nine years old, was sold at London to James Baines & Company and the Liverpool-Australia Black Ball Line of packets for £7,060 (or about $23 per ton). The vessel was renamed *Light Brigade* under the British flag. In 1875 she was bark-rigged and owned by Williams & Company, of London. The *Light Brigade* (Captain Peabody) made a very fast transatlantic passage in 1878, running from the Chesapeake (Cape Henry) to Cork (Queenstown) in only 15 days. The vessel was employed for several years in the tough North Atlantic timber and lumber trade between Quebec and European ports. In February 1883, she was reported at Queenstown after a run of 19 days from New York and was said to be leaking badly. She was continued in the North Atlantic trade for some years, following which the old *Ocean Telegraph,* when about thirty-two years old, was cut down and converted into a coal storage barge. She served in this capacity at Gibraltar for many years.

The *Ocean Express* of 1,697 tons soon followed the *Ocean Telegraph* into the water from the ways of the shipyard of J. O. Curtis, Medford, Mass., in 1854. Because they had the same owner and builder, a striking similarity in names, and were constructed about the same time, they were viewed—and this most erroneously—in the public mind as "sister ships." A comparison of the dimensions and prime facts regarding the two clippers is presented herewith:

Name of Ship and Classification	Launched 1854	Tonnage	Dimensions in Feet and Inches: Length: Between Perpendiculars	Length: Overall	Beam	Depth	Period Under American Flag	End of Career
OCEAN EXPRESS; medium clipper	July 10	1,697	215- 2	240	41	24- 5	About 17⅔ years	Registered as a Norwegian ship in 1890. Reported abandoned in North Atlantic when over thirty-six years old.
OCEAN TELEGRAPH; extreme clipper	Mar. 29	1,495	212	227	40	23	About 9 years	Operated under canvas about thirty-two years and as a coal barge or hulk for many years thereafter.

It is evident that both the *Ocean Express* and *Ocean Telegraph* must have been well built, for they had a long life, and each saw over thirty years of continuous service, under canvas, over the world's most severe ocean trade routes. The *Ocean Express* was not in any way "a sister" to the *Ocean Telegraph,* and the ships were positively not built from the same model or lines. The *"Telegraph"* was a product of Pook or followed his ideas, but the *"Express"* was decidedly a James O. Curtis ship. The builder thought much more of her as she left his yard in July 1854 than he did of the *"Telegraph,"* which had preceded her into the water by 103 days. In 1854 shipowners were demanding from the builders "good speed but more carrying capacity." They still wanted ships that would make fast passages, but they wanted to operate them at a profit and, in order to do so, had to have staunchly built vessels of greater money-making power; i.e., that were built to carry more revenue-producing freight and to operate with smaller crews and that were sparred and rigged to reduce the cost of maintenance and repairs. James O. Curtis assured Reed, Wade & Company, the owner of the *Ocean Telegraph* and *Ocean Express,* that the latter ship would adequately meet the requirements for a vessel that would carry well and make fast passages. Her cargo capacity was later said to be "2,000 long tons of grain in bags." If this claim is correct, it was equivalent to 1.18 times the registered tonnage old measurement. When the *Ocean Express* was on the stocks, she was referred to as "a bigger and fuller *Ocean Telegraph* and an improvement over that vessel in both carrying capacity and speed."

As the *Ocean Express* was nearing completion, J. O. Curtis, her enthusiastic and prejudiced builder, was so proud of his product that he boasted that the ship would be "first in speed, first in beauty, and first in the world of waters." It is said that the *Ocean Express* proved to be a fairly good carrier for a reputed clipper, but she was a great disappointment in the realm of speed and required "too much of a crew to handle her." The latter criticism was largely overcome, however, after the ship's maiden voyage, when the large single topsails were removed and Howes double topsails substituted. This change permitted the ship to be operated "with ten or twelve fewer hands." The *Ocean Express* had a good flat floor, with 14 in. deadrise, but she had too much tumble home, the "swell of sides" being 18 in. The sheer was average for the period and her size, being 3 ft. 6 in., and she was credited with being "a handsome ship with pleasing lines, well sparred and rakish in appearance." Howe and Matthews state that the *Ocean Express* "proved satisfactory as to carrying capacity and sailing ability, and the prophecy of the builder, although exaggerated, was not entirely an idle boast." The ship may have had sailing ability under conditions exactly suited to her, but her actual record on passages, taking her commanders' claims for length of runs, was consistently poor for a clipper. In speed, she fell far short of such ships as the much fuller-modeled Down Easters *Henry B. Hyde* and *A. G. Ropes,* which, built at Bath, Maine, thirty years later, carried a great deal more cargo—both deadweight and in volume—per registered ton. The *Ocean Express* was a much slower ship than the *Ocean Telegraph,* which preceded her by over three months in launching but by only about one month in sailing on her maiden voyage. The lifetime average of the length of westward Cape Horn passages to California of the *"Express"* was twenty-one days longer than that of the *"Telegraph."* Excluding each vessel's longest passage and the two

runs that the *"Express"* made from British ports to California, the average length of all the seven passages made by that ship from East Coast United States ports to San Francisco is nineteen days longer than that of the seven similar passages made by the *"Telegraph."* Moreover, the shortest run of the *"Express"* westward to California required 125 days and that of the *"Telegraph"* a scant 106 days. The longest passages, port to port, made by each ship were: *"Express,"* 208 days; *"Telegraph,"* 150 days.

The *Ocean Express* made, all told, ten westbound passages from North Atlantic ports to California spread over a seventeen-year period (1855-1871). In addition to seven passages from New York and one from Boston, two originated at British ports. The following table gives a synopsis of the ship's ten Cape Horn passages to San Francisco:

California Westward Passage No.	Year	Departure from	Passage in Days—As Reported	California Westward Passage No.	Year	Departure from	Passage in Days—As Reported
1	1855-1856	New York	135	6	1864	London	129
2	1858	New York	125	7	1867	New York	148
3	1859	New York	136	8	1868	Liverpool	129
4	1860	New York	139	9	1869	New York	133
5	1862-1863	New York (put into Rio for repairs)	208	10	1871	Boston	137

The average length of all ten passages was 142 days. Eliminating Passage No. 5, the average of the other nine runs was 134½ days, and the average of the seven passages from East Coast United States ports (excluding the disastrous 208-day voyage) was 136 days.

The following table gives a comparative record of the four westward passages to San Francisco —all from New York—made during the so-called "clipper ship era" of 1850-1860 inclusive, when the *Ocean Express* was relatively young and, for a medium clipper, presumably in her prime:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Cunningham	Nov. 13, 1855	Mar. 27, 1856	135	135 (also stated 133)

Freight list reported as $60,441. Log showed total mileage for passage only 15,858 miles—an average of only 117½ miles per day and 4.9 knots. For sixty-three days, her daily average was only 66 miles. For twenty-two days, she showed better than 200 miles and averaged 224 miles per day for these twenty-two "good days." The three nearest clipper ship sailings, with the length of their passages, were GOLDEN RACER, cleared Nov. 15, 117 days; ANGLO-SAXON, Nov. 16, 120 days; and SOUTHERN CROSS, Nov. 8, 120 days.

No. 2	Hotchkiss	Jan. 8, 1858	May 13, 1858	125	125 (122 days 21 hours, land to land)

This was the fastest passage made by the OCEAN EXPRESS over the course. All other clipper ship clearances within eight days of the "EXPRESS," with their length of passages, were: ANDREW JACKSON (1,679 tons) from New York, Jan. 16, 101 days; CHARIOT OF FAME (2,050 tons) from New York, Jan. 7, 126 days; LOOKOUT (1,291 tons) from New York, Jan. 5, 112 days; TWILIGHT (1,482 tons) from New York, Jan. 5, 101 days; DASHING WAVE (1,180 tons) from Boston, Jan. 1, 107 days. Average length of all five clipper ship passages (other than that of the OCEAN EXPRESS) with clearances between Dec. 20, 1857, and Jan. 18, 1858, was 109 days.

No. 3	Willis	Mar. 13, 1859	Aug. 1, 1859	141	136 (also 137)

Said to have left New York Mar. 13 in company with the ship AMOS LAWRENCE, which was not a clipper, and "entered the Golden Gate on the same tide Aug. 1, 1859." This is a 141-day passage and not a 136-day passage as claimed by Captain Willis. The sailing conditions over the course were not conducive to speed, and all other clipper ship clearances between Mar. 9 and 17 gave passages as follows: KATHAY, 121 days; BELLE OF THE WEST, 133 days; DAVID CROCKETT, 131 days; and WHITE SWALLOW, 128 days as reported (also stated 131 days).

No. 4	Haley	July 10, 1860 (cleared)	Nov. 30, 1860	143	139

This was as long as any of the thirteen clipper ship passages to California with sailings from East Coast ports during the seventy-eight-day period June 19-Sept. 14, 1860. The sailings preceding that of the OCEAN EXPRESS were: SOUTHERN CROSS (938 tons) from Boston, July 6, 131 days; GOLDEN STATE (1,363 tons) from New York, June 22, 128 days; GOLDEN FLEECE (1,535 tons) from New York, June 22, 128 days. The sailing following that of the OCEAN EXPRESS was: FAIR WIND (1,299 tons) from New York, July 27, 133 days.

The longest passage of the *Ocean Express* westward around the Horn was the one commencing with a sailing from Sandy Hook (New York) on June 8, 1862. When off Cape Horn, the ship was found to be so severely strained and leaking to such an extent that it was not deemed safe to continue the passage against westerly gales and high seas, so she was put back and headed for Rio de Janeiro for repairs. Resuming the voyage, the *"Express"* was clear of Rio October 19, 1862, and was at the Golden Gate January 2, 1863, 75 days from Rio and 208 days from New York.

It has been said that the *Ocean Express* "was fast but unlucky in winds and weather," and as proof it is mentioned that on one westward passage to San Francisco the ship was within 700 miles of the Golden Gate for eighteen days and on another passage was 600 miles from her destination twelve days before she made port. However, practically all the clippers in the California trade had somewhat similar experiences if they made many passages, for the sailing conditions in the North Pacific are notoriously fluky. In these waters, the *"Express"* had a lifetime average of more luck than misfortune. On two occasions, she was favored with splendid winds and made runs from the Pacific equator to the Golden Gate in 16 and 17 days, respectively. During a transatlantic passage from New York to Liverpool in 1857, a run of 364 miles in twenty-four hours before a strong, favorable gale was claimed. This was in waters where day's runs such as 417 miles for the *Red Jacket* had been recorded. However, on her next passage to California, the best day's run of the *Ocean Express* was 258 miles. She seems to have made no outstanding run between points or any fast passage in that trade. Her average, best, and slowest performances outbound over the sections of the route north of the equator (in the Atlantic and Pacific), when in the California run, as compared with the record over the course are as follows:

	OCEAN EXPRESS			
Course	Average	Fastest	Slowest	Record
Port to Atlantic equator...	31 days	23 days	44 days	GREAT REPUBLIC, 15 days 19 hours; TINQUA, to within 153 miles of equator from New York in 13 days.
Pacific equator to port....	26 days	16 days (plus)	36 days	COMET, 12 days; WHITE SQUALL, 14 days; SEAMAN, 14 days. Several other clippers, 15 days or better.

The sailing performances of the *Ocean Express* from East Coast ports of departure to various parts of the course on her runs to San Francisco (excluding her long 1862 passage) were as follows:

From Port of Departure to	Length of Run in Days		
	Average	Fastest	Slowest
50° South Atlantic	66	55	84
Pacific equator	108	89	126
Destination	134½	125	148

Surprising as it may seem, the first westward rounding of Cape Horn, and the maiden outward passage, of the *Ocean Express*—built primarily for the California trade—was not on a voyage to California but to Peru. The ship left Boston on this initial run August 22, 1854, and was 99 days to Callao, arriving there November 29. She did some good sailing over parts of the course, but made slow time over others, as the following analysis of the passage shows:

Section of Course	Time in Days	Section of Course	Time in Days
Boston to Atlantic equator	35	50° S. Atlantic to 50° S. Pacific	29
Atlantic equator to 50° S.	20	50° S. Pacific to Callao	15

The *Ocean Express* made no fast eastward Cape Horn passages to North Atlantic ports. Eight were in the Peruvian guano trade and averaged something over 98 sailing days from Callao to destination. The fastest was a run of 88 days to Liverpool and another of 92 days to Philadelphia. On the run to New York from Baker's Island in 1861, the ship had to put into Rio de Janeiro en route

for repairs and was detained at that port about a month. Three of the return eastward passages were grain runs to Britain direct from San Francisco, and the fastest was a 106-day passage to Liverpool. The fastest run from San Francisco to Callao of seven such passages in the guano trade occupied 45 days.

In 1868 the *Ocean Express* arrived at Callao from San Francisco in a serious leaky condition and had to be detained at the Peruvian port until necessary repairs were made to put her in a proper seaworthy condition. Two years later (July 1870), the ship left Bahia, in ballast, bound for San Francisco, but was required to put into Montevideo September 9 in distress and making water badly. After temporary repairs, the *"Express"* discontinued her voyage and returned to the United States to be thoroughly reconditioned. It is said that this experience—the fourth case of serious leaking and inability to continue a voyage without repairs en route in a period of nine years—cost the insurance companies $60,000. It suggests that the vessel was not as well constructed as her builder claimed. Possibly, two strandings of the *Ocean Express* caused greater structural injuries than was imagined or admitted by surveyors at the time of the accidents. In September 1859, while the ship was leaving San Francisco, she stranded during a fog, but was soon refloated; however, in December 1861, she was ashore on a shoal near New York, and it was said that "for a time it was feared that she would become a total wreck."

In August 1855, while the ship was in charge of the pilot, lying at anchor in the Mersey and about to sail from Liverpool to New York, the entire crew of some thirty men mutinied and, stubbornly declining to work, had to be put ashore and a new crew obtained. In 1867, on her long 148-day passage from New York to San Francisco, the ship's supply of fresh water gave out because of a leaky tank, when only two weeks out, and the ship was at sea nearly four and half months dependent on rain water and fresh water obtained by condensing.

In the winter of 1861-1862, during the Civil War, the *Ocean Express* made one round voyage to the South as a United States Army transport. Following her tenth Cape Horn passage to California, which was a 137-day run from Boston and an arrival at San Francisco in December 1871, the *Ocean Express* proceeded to Callao, where she was sold, and left American registry when about seventeen and two-thirds years old. She had been under the command of nine different American masters. Apparently, she went under the flag of San Salvador, and in November-December 1872, her master (Captain Bollo) claimed a run "in near record time" from Callao to an indefinite point designated as "the coast of California" in 31 days. The ship was in the Pacific lumber trade for a few years, during which time she was owned in San Salvador, Costa Rica, and Peru. In the winter of 1875-1876, she evidently made another eastward rounding of Cape Horn, for she appeared in New York in early 1876 and was sold at that port to the Germans for a price reported as $30,000 (or $172⅔ per ton for a ship nearly twenty-two years old). The old *Ocean Express* was renamed the *Friedrich,* with Bremerhaven the hailing port. She was used in the north transatlantic trade and subsequently was put under the Norwegian flag. She was registered in 1890, when thirty-six years old, as hailing from Porsgrund. Although her end is not definitely known, it was reported that the ship was abandoned at sea and foundered in the North Atlantic in severe gales during the latter part of that year.

The medium clipper *Vitula* of 1,188 tons was built in 1855 by E. & H. O. Briggs for the firm of Williams & Daland, Boston, which sold her in November 1859 to Samuel G. Reed. The ship made two westward Cape Horn passages from East Coast United States ports to California during the clipper ship era, 1850-1860 inclusive. They were fair passages for a vessel of her fullness, but were, nevertheless, slow when compared with the length of runs made by other clippers that went over the course at about the same time, as the following record shows:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Hubbard	Boston	Nov. 20, 1857	Apr. 1, 1858	132	128

Soundly beaten by each of the other seven clippers that cleared during the fifty-one-day period Oct. 18-Dec. 7 inclusive. Nearest sailings, with their passages, were: DON QUIXOTE, Nov. 15, 108½ days; OCEAN TELEGRAPH, Nov. 24, 105 days 20 hours.

(Continued on next page)

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 2	Bursley	New York	Jan. 19, 1860	May 29, 1860	131	130

The STARLIGHT, clearing New York the same day as the VITULA, led her into port by ten days. The MARY L. SUTTON, sailing a week after the VITULA (and the nearest clearance following her), was at San Francisco seventeen days ahead of the VITULA. The HERALD OF THE MORNING, clearing nineteen days after the VITULA, reached port four days before her.

While on a voyage from New York to San Francisco, the *Vitula* put into Rio de Janeiro in distress and was condemned and sold in June 1867, when the ship was twelve years old. The vessel was repaired and went under British registry, being renamed *Bessie & Annie,* with Liverpool as the hailing port. The ship, upon changing hands later, was registered as the *James Rowen.* Nothing definite seems to be known of her end, but it is said that the British considered her "a good carrier and a very seaworthy craft" and "quite fast for a ship of her fullness, moderate sail spread and type."

The medium clipper ship *Silver Star* of 1,195 tons was built by J. O. Curtis, Medford, Mass., in 1856 for Reed & Wade and was later owned by the successor firm, Samuel G. Reed & Company, Boston. The ship was of a relatively full model and, with a moderate spar plan and spread of canvas, was "built to carry well and be operated economically with a small crew." The ship made three westward Cape Horn passages, and the record of the sailing performances on the first two is set forth herewith:

California Westward Passage	Captain	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Wade	June 17, 1856 (cleared)	Nov. 19, 1856	155	148

Beaten by all four clippers that sailed during the twenty-day period June 10-29 inclusive and made passages of 127 to 143 days. ROMANCE OF THE SEAS arrived at San Francisco twenty-six days before the "STAR," beating her by thirty-five days on the run. FEARLESS cleared eight days after the SILVER STAR and reached port twenty days before her.

No. 2	Wade	July 4, 1858	Nov. 21, 1858	140	140

(Also reported arrival as Nov. 30 and a passage of 149 days, which seems incorrect.)

Beaten by all clipper ships that sailed over the course about the same time. The sailing preceding that of the "STAR" was that of the EAGLE WING, which beat the passage of the "STAR" by nine days. The clearances following that of the "STAR" resulted in passages as follows: QUEEN OF THE PACIFIC on July 8, 126 days (net); CHALLENGE on July 17, 114 days; GOLDEN FLEECE on July 24, 112 days. All these ships reached San Francisco eighteen to thirteen days ahead of the "STAR."

The *Silver Star* (Captain Wade) left Baltimore for the Pacific Coast and departed from Hampton Roads February 10, 1860. Records are not available for this voyage other than that the ship was wrecked at Jarvis Island November 10, 1860, while loading guano. At the time of her loss, the *Silver Star* was only four and a half years old.

The *Minnehaha,* which was launched from the East Boston yard of Donald McKay on March 22, 1856, was described as "a medium clipper ship of big carrying capacity." She was built primarily for the Australian trade and was first owned by R. W. Cameron & Company and associates, New York. The Cameron Company was registered as agents of the vessel rather than owners. Whereas it is credited with being the leading shipping firm in America interested in trading with the Antipodes and was the founder and operator of the New York-Australia "Pioneer Line," it would seem that R. W. Cameron & Company "owned in but very few ships" and had but little capital tied up in floating tonnage. The firm was a ship operator rather than an owner, and practically all the vessels sent to Australia were leased for a period of time or chartered for a single voyage.

The *Minnehaha* was a deep ship, measuring 28 ft. 4 in. depth of hold on a length of 209 ft. and a beam of 41 ft. 10 in.; the ratio of length to depth was 7.4 to 1 and of beam to depth 1.48 to 1. For a McKay ship, she was full modeled, but her reported deadweight capacity of 2,300 tons, which was 1.35 times her registered tonnage of 1,698 tons, was high for a ship of the period.

This was due primarily to the ship's depth, which permitted very deep loading. The Massachusetts marine historians, Howe and Matthews, writing of the *Minnehaha,* say: "She was a handsome ship in every way, with good lines, and while generally spoken of as a fast sailer, yet such records of her passages as are available do not include any noteworthy run." It was probably felt that any ship designed and built by Donald McKay must have been fast, but the *Minnehaha,* instead of being "generally spoken of as a fast sailer," became known to an unprejudiced marine fraternity as "a very slow vessel." She holds the record for making the longest passages, both between ports and at sea, of any clipper ship in the westward Cape Horn run to California. Very long passages, particularly for a vessel claiming to be "fast," are just as "noteworthy" as unusually short runs, for both extremely fast and slow passages make "news."

The *Minnehaha* (Captain Beauchamp) made her maiden voyage in the Australian trade and evidently ran over the Cape of Good Hope courses to and back from Australian and East Indian ports until she was sold at New York in May 1862 to Samuel G. Reed & Company. The ship was a little over five years old when she changed hands, and the price paid was reported as $62,500, or around $36½ per ton. The first voyage of the *Minnehaha* under the Reed flag was in the California trade. The ship made her only two westward Cape Horn passages during the period 1862-1864 and on these runs made a sailing record of which no ship designer, builder, master, or owner could be proud. The following table gives a brief digest of the sailing performances of the *Minnehaha* on her lifetime ventures in the Cape Horn trade, westbound:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage	Remarks
		Port	Date			
No. 1	Hopkins	New York	July 21, 1862	Feb. 17, 1863	211 days	Put into Rio, leaking, Sept. 30. Sailed, after repairs, Nov. 6. Was laden with coal consigned to the Pacific Mail Steamship Co., San Francisco.
		(New York to Rio, 71 days; Rio to San Francisco, 103 days; total at sea, 174 days; detention at Rio, 37 days)				
No. 2	David Bursley	London	May 15, 1864	Nov. 20, 1864	189 days	Was laden with coal. Badly battered off the Plate and was 32 days rounding Cape Horn.

On her first passage to California, the ship encountered gales and high seas in the South Atlantic and developed such bad leaks that she had to make for Rio, discharge part of the cargo, and make repairs. Her sailing performance over every section of the course was poor, although she experienced good weather rounding Cape Horn and was able to run from 50° S. Atlantic to the Pacific equator in 38 days. Her time from New York to Rio de Janeiro was 71 days; from Rio to 50° S. Atlantic, 31 days; from the line in the Pacific to port, 34 days; and from Rio to San Francisco, 103 days. On crossing the bar to enter the Golden Gate, the *Minnehaha* shipped a sea, which, we are told, "carried away the stern rail and filled the cabin." The return leg of this California voyage consisted of a 48-day run, in ballast, from San Francisco to Callao, and after loading guano at the Peruvian islands, the ship made a slow passage to England.

On her second and last westward Cape Horn passage to California, the *Minnehaha* acted badly in a pampero that blew for sixteen hours in the South Atlantic off the mouth of the River Plate. We are told that the vessel "was hove on beam ends; the head was carried away, the bulwarks, galley and round house stove, and the cargo shifted." Following this spell of bad weather in the South Atlantic, the ship ran into strong westerly gales off Cape Horn, which were to be expected at that time of the year, and she was 32 days running from 50° S. Atlantic to 50° S. Pacific. The weather encountered in the Pacific was good, but north of the equator the winds were light. Calms held the ship for many days off the California coast, and the *Minnehaha* ran from the Pacific equator to port in 37 days. It is said that she was "about 200 miles from the coast on the 26th day." The last leg of this California passage was also in the Peruvian guano trade.

The average length of the two westward Cape Horn passages to California of the *Minnehaha* is 200 days, port to port, and the average time spent under canvas at sea is 181½ days. This, it would seem, constitutes a slow sailing record for any clipper or reputed clipper either as a lifetime

average length of passage over the course or for any two consecutive passages from any North Atlantic port to San Francisco or any California port.

The end of the *Minnehaha* came on December 3, 1867, when the vessel was loading guano at Baker's Island, with Captain Bursley still in charge. She had reached her moorings off the island on November 20 by way of Yokohama and Honolulu. Heavy squalls caused the head mooring lines of the ship to be carried away, and she was soon broadside on a reef. It is said, "Twenty-four hours after the moorings gave way, not a sizable stick of the ship was to be seen, for she was quickly pounded to pieces." The storm lasted two and a half days, but no lives were lost. At the time of her destruction, the *Minnehaha* was about ten and three-quarters years old. She was insured for $56,000 and had been owned by Samuel G. Reed & Company for about five and a half years.

Seccomb & Taylor, Boston, Massachusetts

Seccomb & Taylor built some good clipper ships, of which five, launched between November 1852 and August 1854, were large, fast, and in every way outstanding vessels. However, this firm built ships to sell at a profit and not to operate. Of the sizable clippers for which it contracted (five with Robert E. Jackson, East Boston, and one with "Deacon" George Thomas, Rockland, Maine), two were sold before any canvas was bent on the ships, two promptly following a passage to England for inspection by prospective British owners, and one after a profitable charter for one trial voyage in the Britain-Australia trade. The sixth and smallest of the ship-rigged clippers, the *Swallow* of 1,435 tons, was virtually sold to a New York firm promptly after launching, although it is said that Seccomb & Taylor retained a minority interest in this vessel for several years and made good money on the investment.

The following table gives the particulars of the clipper ships built to the order of Seccomb & Taylor, of Boston:

Name of Clipper, Year Built, and Tonnage	Builder	Dimensions in Feet and Inches			Original Captain	Disposition by Seccomb & Taylor and Remarks
		Length	Beam	Depth		
SPRINGBOK (bark); 1851; 370	George Thomas, Rockland, Maine	120 (deck)	27	13- 3	S. L. Hurd	Sold; owners not stated. Reported running from Cape Town, South Africa, to Boston in fall of 1854.
WINGED RACER; 1852; 1,767	Robert E. Jackson, East Boston	210	42- 6	23	William Homan	Sold promptly to Sampson & Tappan, Boston. Captured and burned by Confederate raider ALABAMA Nov. 10-11, 1863, in the Straits of Sunda.
QUEEN OF CLIPPERS; 1853; 2,361	Robert E. Jackson, East Boston	248- 6	44- 6	24- 6	John A. Zerega	Sold promptly to Zerega & Co. and D. Fowler, New York. Sold to French at Marseilles in 1856; renamed REINA DES CLIPPERS.
RED JACKET; 1853; 2,305	George Thomas, Rockland, Maine	251- 2	44	31 (also 24)	Asa Eldridge	Chartered for one voyage by and then sold to Pilkington & Wilson's Liverpool White Star Line to Australia. Operated under sail for thirty years. Ended her days as a coal hulk at Cape Verde.

(Continued on next page)

Name of Clipper, Year Built, and Tonnage	Builder	Dimensions in Feet and Inches			Original Captain	Disposition by Seccomb & Taylor and Remarks
		Length	Beam	Depth		
SWALLOW; 1854; 1,435	Robert E. Jackson, East Boston	210 (deck)	38- 6	23- 6	Benjamin W. Tucker	Sold majority interest promptly to Dugan & Leland, New York. Ship sold in 1862 to Thatcher Magoun, Boston. Abandoned at sea in 1885 (when thirty-one years old) on passage from Liverpool bound for Sydney.
BLUE JACKET; 1854; 1,790	Robert E. Jackson, East Boston	235 (over-all)	41- 2	24	Asa Eldridge	Sent to England and promptly sold to John J. Frost, London, for the Australian "Fox Line." Later acquired by Wilson & Chambers and operated in Liverpool-Australia White Star Line. Burned at sea Mar. 1869, when fourteen and a half years old.
KING LEAR; 1854; 1,936	Robert E. Jackson, East Boston	231-10	42- 2	29- 3	Asa Eldridge	Sold promptly to the British at London. A medium clipper packet used in Britain-Australia trade.

Of the before-stated clipper ships, the *Winged Racer* and her sailing performances are decribed elsewhere among the ships owned and operated by Sampson & Tappan, of Boston. The *Queen of Clippers* is mentioned as one of the ships owned by the New York sailing packet firm of Zerega & Company, and the famous *Red Jacket* (one of the fastest and finest clipper ships ever built) and the *Blue Jacket* are referred to at length in the section on the American-built clippers in the Britain-Australia trade. (The *King Lear* was also sold into this trade, but little is known of her sailing performances. It was reported that "she was in all respects an able, fast and successful ship and a comfortable and commodious vessel for the emigrant trade.")

The clipper ship *Swallow* of 1,435 tons, although built in 1854 by Robert E. Jackson, East Boston, to the order of Seccomb & Taylor, was owned principally by the firm of Dugan & Leland, which managed her. Seccomb & Taylor, while selling majority ownership to the New York firm, maintained a minority interest in the ship for several years. For the first eight years of her life, the *Swallow* traded with the Far East and was one of the best known of the American clipper ships there and in England, where some of her voyages originated. In 1862 she was sold to Thatcher Magoun, of Boston, for $42,000 (or about $30 per ton for an eight-year-old ship) and put in the California Cape Horn trade. Prior to this time, she had made no passage to San Francisco, which is surprising for an American-built and owned clipper ship of over 1,400 tons. In 1883 (when twenty-nine years old) she brought $19,000 (or about $13¼ per ton) when sold at auction in New York. The ship operated steadily in deep-sea work under canvas until she was abandoned in 1885, after thirty-one years of hard, steady sea service. When on a passage from Liverpool to Sydney, she experienced heavy weather and sprang a leak. As the ship's pumps could not be operated because of plugged intake pipes leading from the bilges, the water gradually increased in the holds until she sank. All hands were transferred to a passing vessel. But little money was spent on the *Swallow* after the late seventies. Her last real overhauling was in 1872, a year prior to the time that Magoun sold the vessel to Howes & Crowell for $44,000 (or some $30½ per ton old measurement and $35½ per ton new measurement), which was a good price for a wood ship eighteen years of age.

The *Swallow* was a medium clipper with good lines, of moderate fullness, a 14-in. deadrise, 6-in. tumble home, and 3-ft. sheer. She was of lofty rig at first, but was later cut down and her yards, as well as masts, shortened and much canvas taken off her. Her first voyage, after crossing the Atlantic to England, was a charter for £5,500 sterling for a passage from London to Melbourne and a return with China tea to the British capital at the profitable rate of £6 per ton measurement (of 40 cubic feet). On her maiden long-distance sea passage, the *Swallow,* under the command

of Capt. Benjamin W. Tucker, left London October 10 and Deal October 12, 1854, and was at Melbourne on Christmas Day after a fast passage of 73 days 18 hours from Deal. It was reported by Tucker that on this run he had beaten Donald McKay's big clipper *Champion of the Seas* (2,447 tons) by sixteen hours and the *Belle of the West,* an extreme clipper ship of 936 tons, by nine days. (The *Champion of the Seas* arrived at Melbourne the same day as the *Swallow,* having left Liverpool October 11, and reported a passage of 75 days. The *Belle of the West,* Capt. William F. Howes, reported an 85-day run from London to Melbourne. The passage of the *Swallow* was recorded as 76 days from the London dock to the Australian port.) Continuing, the *Swallow* took a cargo from Melbourne to Bombay in 68 days, proceeded to Shanghai and, sailing from that port on November 9, 1855, was off the Scilly Islands March 14, 1856, after a passage of 126 days. Because of adverse winds in the English Channel, she was a week in reaching Deal, and it was ten days before she docked at London. The ship then made a round voyage between London and Shanghai, going out, deep laden, in 111 days (reaching Shanghai in September 1856) and returning in 105 days. She left that China port January 19, 1857 (Anjer on February 7), passed Land's End April 29 (100 days out), and arrived at Gravesend (London) May 4, 1857.

The next voyage consisted of a slow passage of 130 days from London to Hong Kong made under pronounced adverse sailing conditions. Returning to New York, the *Swallow* degenerated to a coolie ship (and virtually to the status of a slaver) and took "a cargo of Chinese coolies" from Macao to Havana in 97 days. While en route to New York, Captain Tucker put into Charleston with yellow fever aboard. On March 24, 1861, the *Swallow* reached New York after a fast passage of 91 days from Hong Kong. This was not only a fast but also a remarkable run, for on the 80th day out the ship was off Hatteras and an 82-day passage seemed assured, when violent head gales sprang up and the ship was held back nine or ten days in making port.

During the period 1862-1873, when the *Swallow* was engaged in the California trade, she made nine westbound Cape Horn passages. On the first (1862), she put into a Brazilian port for repairs, and on May 31, 1867, she called at Montevideo for attention, as she had been severely handled in a hurricane on the night of April 27. Seven direct runs were made from either New York (five) or Boston (two) to San Francisco in an average of 127 days. The fastest was a 109-day passage from New York (in 1870), and the two longest were 136 days from New York and 159 days from Boston, respectively. On this very long passage (in 1866), the *Swallow* was off Cape Horn 25 days and had no wind north of the equator on either the Atlantic or Pacific side. The clipper *Electric Spark* (1,216 tons), sailing under generally similar conditions, reported a passage of 155 days (42 days to the line and 40 days in the North Pacific).

Returning east, the *Swallow* made two runs from San Francisco to New York in 98 and 101 days, respectively, and five passages to European ports, which averaged a scant 112 days (fastest, 107; slowest, 116 days). In 1862 the ship ran from San Francisco to Callao in 37 days and in 1871 was only 38 days from the Golden Gate to Newcastle, N.S.W., Australia.

The firm of Dugan & Leland, of New York, the principal owner of the *Swallow,* was not a shipowner of prominence and held no other clipper ships. In 1852, however, William T. Dugan ordered a clipper ship from George Thomas, of Rockland, Maine, to be built from designs of Samuel H. Pook, of Boston, just as Seccomb & Taylor did about a year and a half later. Dugan had been impressed with Pook's first clipper, the *Surprise,* which reached New York in November 1850 and immediately made fine sailing records and a great deal of money for her New York owner, A. A. Low & Bro. Seccomb & Taylor was also cognizant of the ability of "young Sam Pook" to design fast clippers and of "Deacon" Thomas to build good ships, but when Seccomb & Taylor contracted for the construction of the *Red Jacket,* it was probably influenced somewhat by the demonstrated sailing ability of William T. Dugan's venture into the clipper ownership field. His Pook-designed and Maine-built clipper *Defiance* (launched March 8, 1852) proved her speed early by sailing from her builder's yard at Rockland to Fire Island Light at a speed reported at 18 knots. To show the surprised New Yorkers that this was no fluke, we are told that between Fire Island and Sandy Hook the new ship "attained a speed of 20 knots." The *Defiance* was reported as 240 ft. long over-all (204 ft. for measurement), with a registered beam of 42 ft. 5 in. (given by her builder as 43 ft. 6 in. extreme). The depth was 29 ft. and the registered tonnage 1,691. Samuel H. Pook carried out his idea of a flat floor on this ship and gave her only 10 in. deadrise. It was said at the time of her building that she was designed for "the transatlantic, Californian or

Australian packet trades." It was declared by many authorities who saw the ship on the stocks and affirmed by many others who saw the model (and later the ship in dry dock) that the model in many respects was different from any ship heretofore built. Her fast sailing on her initial passage threw into the discard many of John W. Griffiths' pet theories of design and the principles under which William H. Webb was working. Capt. Robert McCerren took command of the *Defiance* and sailed her in May 1852 from Rockland to New York, heavily ballasted, in record time and at an unprecedented rate of speed for a sailing vessel. Carl C. Cutler, in GREYHOUNDS OF THE SEA, writing of the *Defiance* and her fast sailing the first time that she was under canvas, says that the ship's speed "made a deep impression on the naval architects who had theretofore been unyielding advocates of the sharp wedge-shaped bottom. It was evident that the *Defiance* with her flat floor—she had but 10 inches deadrise—had travelled at a rate none of the other type had yet been able to attain. Thereafter few American ships were laid down which did not accept this feature—a feature which, it will be remembered, was efficiently used by Palmer in the Dramatic packets years before."

Daniel C. Bacon, Boston, Massachusetts

Daniel C. Bacon, with Robert Bennet Forbes, was one of Boston's two most successful merchant mariners. Each of these men obtained most of his sea and trading experience in the Far East, and each was an authority in all matters pertaining to ships for the China trade and commerce in the Orient and East Indies. A sea captain who became a shipowner, Daniel C. Bacon owned, among other vessels, four fast sailers that were modeled and sparred for carrying good moneymaking cargoes and making fast passages. Two of these ships, the *Gentoo* of 435 tons and the *Hindoo* of 580½ tons, were built within two years of the much-heralded Baltimore clipper *Ann McKim* of 494 tons, launched in 1833, but the New England craft were constructed and operated primarily to conform with the demands of the China trade and to make profitable voyages for their owner. There was nothing freaky about a Daniel C. Bacon ship in the thirties and forties. He built and operated in trade well-designed and speedy vessels that carried relatively big cargoes. They were merchantmen throughout and not a type of privateer that was engaging in commerce under severe basic handicaps, such as was Isaac McKim's much-publicized "pioneer clipper" (a false designation), with her six-foot drag of keel, raking sternpost, low freeboard, and extremely small carrying capacity as to both volume stowage and deadweight.

The following list gives the most important early fast sailers and pre-clippers owned by Daniel C. Bacon and built prior to the clipper ship era and the real extreme and medium clippers, built in the fifties, which he contracted to be built or later acquired by purchase. The *Phantom*, which was first owned by Crocker & Warren, of New York, and Crocker & Sturgis, of Boston, and the *Mystery*, partly owned by Crocker & Sturgis, are described elsewhere.

Name of Fast Sailer or Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
GENTOO	1834	Herman Holmes, Boston	435	124- 2	27- 9	19- 6
Under command of Capt. Abel Coffin for some years. A fast ship and a successful oriental trader. Owned by Daniel C. Bacon, Boston.						
HINDOO	1835	Portsmouth, N.H.	580½	136	30- 6	20
Under command of Capt. James F. Miller for some years. A fast and popular ship in the China and East India trade. Owned by Daniel C. Bacon et al., Boston. In 1850 owner stated as Francis Burritt, New York.						

(Continued on next page)

Name of Fast Sailer or Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
HEBER	1844	Waterman & Ewell, Medford, Mass.	435	126- 8	27- 5	19- 9

Under command of Capt. John W. Patterson for some time. A fast ship and successful in the China trade. Owned by Daniel C. Bacon et al.

HORSBURGH	1847	Hayden & Cudworth, Medford, Mass.	543	141	28-10	20- 9

Under command of Capt. Joseph Osgood for some time. Made two westward Cape Horn passages. In 1852 left Boston Mar. 25 (Capt. B. W. Crocker) and arrived San Francisco Aug. 2 after a passage of 130 days. In 1858 cleared Boston May 5 (Captain Oakes) and reached San Francisco Oct. 1 after a passage of 149 days elapsed time and 128 days as reported. Owned by Daniel C. Bacon et al.

GAME COCK	1850 (Dec. 21)	Samuel Hall, East Boston	1,392	190- 6 (deck)	39-10	22

Built for Daniel C. Bacon. Sold in mid-sixties to Robert L. Taylor et al., New York. Under command of Capt. Lewis G. Hollis for two voyages, then Capt. Joseph Osgood, followed by Capt. Clement T. Jayne. Condemned at Cape Town, South Africa, Feb. 1880, when over twenty-nine years old.

HOOGLY	1851 (Nov.)	Samuel Hall, East Boston	1,304	190 (deck)	38- 4	25

Built for D. C. Bacon & Sons, Boston. Under command of Capt. John Chadwick on her maiden voyage from Boston to California. Stranded in the river approaching Shanghai when only nine months old and became a total loss.

PHANTOM	1852 (Dec. 8)	Samuel Lapham, Medford, Mass.	1,174	195 (deck)	37-11	21- 6

Built "on spec." Before launching, purchased by Crocker & Warren, New York, and Crocker & Sturgis, Boston. Later owned by D. G. & W. B. Bacon, Boston. First under command of Capt. Alvin H. Hallett for two voyages; later, Capt. Peter Peterson for five voyages. He was succeeded by Capt. Henry Sargent, who was in charge when she ran on a reef off Pratas Shoals and was wrecked July 13, 1862.

MYSTERY	1853 (Jan. 11)	Samuel Hall, East Boston	1,155	185 (deck)	37	23

Owned by Crocker & Sturgis and D. G. & W. B. Bacon, of Boston. Made only one voyage under American flag (Capt. Peter Peterson) and sold in London in Mar. 1854 for £17,000 to go in the Britain-India trade. In 1871 owned by J. M. Walsh, London.

TITAN	1855	Roosevelt & Joyce, New York	1,985	235	43	24

Owned by Capt. Daniel C. Bacon. First commanded by Capt. Oliver Eldridge and then by Capt. J. Henry Sears, who was in her when she was chartered as a transport by the French Government, when chartered by the British White Star Line, and when abandoned at sea Feb. 18, 1858, when less than three years old.

QUICK STEP (bark)	1855	Samuel Hall, East Boston	523	142-11	28- 1	18- 9

Owned by Daniel C. Bacon et al., Boston. Capt. J. Smith in command. Should not be confused with the clipper ship QUICKSTEP of 823 tons, built in 1853 by Enos Soule, Freeport, Maine, for Dunham & Dimon, New York.

Capt. Daniel C. Bacon was evidently the first Boston shipowner to plan to build a real clipper of substantial size. Soon after Samuel H. Pook had made the model and drawings for the *Surprise* of 1,261 tons (built by Samuel Hall, East Boston, for A. A. Low & Bro., New York, and launched October 5, 1850), Bacon had Pook draw plans for an extreme clipper ship slightly larger than the *Surprise* and to be "of about 1,400 tons register, 200 feet long overall, and 40 feet breadth of beam." Evidently, Samuel Hall, the builder, and the young technical architect, Samuel H. Pook, did not get along well together. Hall had strong notions, and Captain Bacon, as owner of the new ship, generally sided with the builder and overruled the designer. Therefore, the construction of the *Game Cock* was delayed. When she was finished, Pook remarked, "That is my ship only in part and I am not proud of her." Pook was of a family with a naval background and contacts, but he was a student. He had studied well the performances of sailing ships in the Atlantic trade and southern latitudes as well as the Cape of Good Hope and oriental trades. For the Cape Horn run, he advocated building ships with relatively flat floors. For a ship engaging in both the California and China trade (such as the *Surprise,* the first clipper ship to be built in Boston), he had first planned on a deadrise of about 24 in., which he increased to 30 in. at the solicitation of the owners, as Capt. "Nat" Palmer had said, "She will probably be used far more in the China and tropical trades than in the Cape Horn run and in southern latitudes." The *Game Cock,* as built, had a deadrise of 40 in., which was about as large as given any clipper, and young Pook did not like it. She

had a 6-in. tumble home, 3-ft. sheer, and sharp ends. Samuel Hall predicted that she would be a better and a faster ship than the *Surprise.* Howe and Matthews write, "While in speed the *Game Cock* never fully realized the expectations of her owners, yet, during her career of thirty years of hard service she bore throughout the reputation of being one of the fastest ships afloat and her captains all agreed in saying that she was a phenomenally fast ship going to windward."

It is to be regretted that the *Game Cock* was not built in conformity with the original plans of Naval Architect Pook, who was supposed to design her. Rarely did this talented young architect have a chance to build ships as he wanted them, for he had to combat the notions and prejudices of both owners, with their advisory sea captains, and builders. It was said that after "struggling to get the *Surprise* built in accordance with his designs, Pook did not have a free hand in the design of a clipper until the *Red Jacket* was built from his model and plans by Deacon Thomas in Rockland, Maine." It is of interest to note that the *Red Jacket* was celebrated not only for "the delicate beauty of her graceful lines throughout" but also for her speed and seagoing qualities and that many marine authorities on both sides of the Atlantic proclaimed her to be "the handsomest and fastest ship afloat."

Daniel C. Bacon, the owner of the early sizable clipper *Game Cock,* was the president of the American Navigation Club, of Boston. In September 1852, becoming weary of and disgusted with cheap and boastful British publicity regarding the superiority of British-built clipper ships, the American Navigation Club, through the medium of the leading publications in Great Britain, challenged the shipbuilders and shipowners of that country "to a ship-race with cargo on board from a port in England to a port in China and back." The contesting vessels were to be modeled, commanded, and officered entirely by citizens of the United States and Great Britain, respectively, and the stakes were to be £10,000 a side. Evidently, Capt. "Dan" Bacon called the British bluff, for not a nibble came from the challenge, and British propaganda, void of truth, moderated materially. (Further details of the challenges of Boston shipowners to race from an English port to China and return are given in Volume IV, pages 2185-2188.) It is interesting to note that at the time of the challenge to Britain made by the American Navigation Club, Daniel C. Bacon, its president, did not personally own a clipper ship that would qualify and meet the tonnage restrictions (800 to 1,200 tons U.S.A. measurement). His older ships were too small, and his two recently built clippers, the *Game Cock* (1,392 tons) and *Hoogly* (1,304 tons), were obviously too large—as were most of the outstanding clipper ships built in both New England and New York during the years 1850-1852. However, many American-built and owned clippers within the stipulated tonnage range, under the terms set forth, would have beaten any British ship built, building, or proposed. It was said that the American Navigation Club had its eye on the Portsmouth-built yachtlike *Nightingale* of 1,066 tons to represent the United States in the race if the challenge had been accepted, and this assertion may have been true, for the *Nightingale* qualified as to size and was of the proper type for the China trade. Later, her owner, Sampson & Tappan, of Boston, soon after the ship's arrival at London on December 11, 1852, from Shanghai (only 72 days from Sunda Straits), issued a similar challenge for similar stakes, specifically mentioning the *Nightingale* as the ship that the British vessel would have to race. Again there were no takers. However, this is not so surprising, as the *Nightingale,* in the British tea race from China, had decisively beaten every British competitor.

The *Game Cock,* if her design and construction had proceeded without interruption, should have been launched in November 1850, and she would have been the first of the big Boston-built and Boston-owned clippers. As it was, she was led into the water by three Boston clippers, and a Boston-built but Salem-owned ship was put overboard the same day. These early built sizable clippers produced in Boston shipyards were as follows:

Name of Clipper and Tonnage	Launched 1850	Dimensions in Feet and Inches			Builder	Owner
		Length	Beam	Depth		
SURPRISE; 1,261 tons	Oct. 5	183- 3	38- 8	22	Samuel Hall, East Boston	A. A. Low & Bro., New York
STAG HOUND; 1,534 tons	Dec. 7	215 (perp.)	39- 8	21	Donald McKay, East Boston	George B. Upton and Sampson & Tappan, Boston

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Name of Clipper and Tonnage	Launched 1850	Dimensions in Feet and Inches: Length	Beam	Depth	Builder	Owner
JOHN BERTRAM; 1,080 tons	Dec. 9 Launched sixty-one days after her keel was laid.	180	37	20	Elwell & Jackson, East Boston	Glidden & Williams, Boston, and Flint, Peabody & Co., San Francisco
GAME COCK; 1,392 tons	Dec. 21	182 (keel)	39-10	22	Samuel Hall, East Boston	Daniel C. Bacon, Boston
WITCHCRAFT; 1,310 tons	Dec. 21	187 (beam also given 39- 6)	39	22	Paul Curtis, Chelsea, Mass.	William D. Pickman, Richard S. Rogers, et al., Salem, Mass.

The *Game Cock* was heavily sparred and was within about four feet of having masts as lofty as the bigger *Stag Hound.* Her lower yards were shorter than those of the fast McKay clipper, but the upper yards were square. The length of the *Game Cock's* masts and the yards on the main were as follows:

	Lower	Top	Topgallant	Royal	Skysail
Masts	88 ft.	49 ft.	27 ft.	18 ft.	14 ft.
Yards	80 ft.	64 ft.	49 ft.	39 ft.	31 ft.

The *Stag Hound's* length of masts, on the main, were 88, 51, 28, 19, and 15 ft. and the yards 86, 68, 53, 42, and 32 ft., respectively. The sail spread as given for the *Game Cock* was "8,000 yards of canvas in a single suit." Whether this included studding sails and staysails is not stated. (The sail area of the *Stag Hound* was reported as "9,500 yards including all studding sails and staysails.")

Capt. Daniel C. Bacon, a veteran sea captain who, historians tell us, "had proved his mettle on more than one perilous adventure," said that the *Game Cock* was built for speed, but that she was "not an extreme clipper like McKay's *Stag Hound*" and had a "moderately sharp-lined model with plenty of canvas." This statement is substantiated by the fact that when the two ships were measured for tonnage according to a formula based on actual fullness of model, the *Game Cock* registered 1,119 tons and the *Stag Hound* only 1,100 tons as against 1,392 and 1,534 tons, respectively, by old measurement, which ignored sharpness of model. (The old tonnage of the *Game Cock* was about 25 per cent larger than that based on the new measurements; whereas the *Stag Hound,* when measured in England by the formula later adopted in the United States, was found to have an old tonnage, based only on prime dimensions, that was 40 per cent larger than that based on model fullness.) Although the *Game Cock* was undoubtedly modeled and originally rigged for high speed and in all contemporary and 1850-1860 lists is designated as an "extreme clipper," she was classified in later shipping lists as a "medium built" clipper—as were certain other ships of a generally similar type.

The first four voyages of the *Game Cock* were in the California trade, after which the ship was put in the China, East India, India, and Australia trades, in which she performed "with eminent satisfaction." A comparative record of the *Game Cock's* four westward Cape Horn passages is set forth herewith:

California Westward Passage	Captain	Departure: Port	Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	As Reported
No. 1	Lewis G. Hollis	New York	Apr. 3, 1851	Oct. 5, 1851	185	128 net (also stated 129)

On Apr. 24 sprang mainmast and put into Rio de Janeiro May 10, when 37 days out. Detained in port 57 days while cargo removed and new mast stepped. Left Rio July 6 and was 91 days to San Francisco. Best day's run, 325 miles. The new clipper ships SHOOTING STAR and WITCHCRAFT, sailing about the same time, were partly dismasted and also had to put into Rio, and the EUREKA, following, had to put into Valparaiso.

(Continued on next page)

California Westward Passage	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 2	Lewis G. Hollis	New York	Nov. 16, 1852	Mar. 10, 1853	114	114 (given also 113 and 112)

Was within 500 miles of Golden Gate on 105th day. Was delayed about two weeks off Cape Horn. Entered San Francisco Bay Mar. 10 in company with two other large clippers, the three ships having sailed one of the closest three-cornered sailing matches over the 16,000-mile course. The record of this race is as follows: TELEGRAPH (1,069 tons) from Boston Nov. 15, passage of 115 days (114); METEOR (1,068 tons) from Boston Nov. 17, passage of 113 days. The CONTEST (1,098 tons) left New York Nov. 16 and made a passage of 100 days.

No. 3	Joseph Osgood	New York	Dec. 29, 1853 (cleared)	Apr. 23, 1854	115	115 (112 to Golden Gate)

Made the run to the Heads in 112 days and was detained in making port by a thick fog. Was 16 days from Pacific equator to the Heads. The LOOKOUT (1,291 tons) cleared New York the same day and made a passage of 126 days. The POLYNESIA (1,084 tons) cleared New York Dec. 24 and was off the Horn when 49 days out; Capt. Horace H. Watson reported his passage to San Francisco as 104 days.

No. 4	Joseph Osgood	New York	Apr. 1, 1855	Aug. 24, 1855	145	145

Much light weather. Was 33 days to Cape St. Roque, 71 days to 50° S. Atlantic, and 121 days to Pacific equator. The three nearest clipper ship sailings were: CORINGA (777 tons) from Boston Mar. 31; reported 150-day passage. MESSENGER (1,350 tons) from New York Apr. 3; arrived Aug. 2; passage of 121 days. COEUR DE LION (1,098 tons) from New York Apr. 5 (or 6); arrived Aug. 2; passage of 119 (or 118) days.

The passages on the continued and return legs of these the first four voyages of the *Game Cock* can be briefly summarized as follows:

Voyage No. 1: From San Francisco to Honolulu, 16 days. After lying off that port for over half a day, ran to Hong Kong in 19½ days from Honolulu. She averaged 261 miles per day (a scant 11 knots) and established an all-time record between the ports. Her time of 36 days from San Francisco to Hong Kong was also very fast. Went from Hong Kong to Bombay in 33 days and reported "68 sailing days from San Francisco to Bombay." Returned from Bombay to Hong Kong and sailed from Whampoa May 20, 1852, against the monsoon, reaching New York Sept. 20, 1852, after a passage of 123 days made under very unfavorable sailing conditions.

Voyage No. 2: From San Francisco to Callao, 51 days, and from Callao to New York, 76 days.

Voyage No. 3: From San Francisco to Shanghai, 42 days, and from Shanghai to New York, 111 days, with a very fine run of 70 days from Anjer.

Voyage No. 4: From San Francisco to Shanghai, 51 days, and from Shanghai to New York, where the ship is reported to have arrived Mar. 26, 1856. Some authorities give the length of passage from the Orient home as 87 days from Shanghai and 76 days from Anjer, which, if correct, was an unusually fast run of 11 days down the China Sea, followed with a good passage from Anjer to New York. The only faster runs from Shanghai (or Woosung) seem to be: *Swordfish* (1859-1860), 81 days; *Surprise* (1857) and *N. B. Palmer* (1858-1859), each in 82 days; *Eagle Wing* (1855-1856), 84 days; and *Panama* (1854-1855), 85 days.

Following her four California voyages, the *Game Cock* made a voyage (No. 5) in the United States-India trade, with an outward passage from New York to Bombay in 97 days and a good run from Calcutta to Boston in 94 days. Afterwards, she went out to China, traded for a while between Asiatic ports, and returned to New York. With Capt. Clement T. Jayne in command, the *Game Cock* left New York June 10, 1859, and by noon of the 12th, which was forty-six hours after dropping the pilot off Sandy Hook, the ship had covered 596 nautical miles by observation—an average speed of 13 knots. She crossed the Atlantic equator in 19 days (very fast work for the month of June), passed Fernando Norhona 21 days out, and experienced adverse winds for about ten days, but was off Java Head on the 76th day and at Batavia August 27 after a passage of 78 days. The best day's run was 337 miles by observation. During three days in the southeast trades, the ship covered 870 miles, averaging 12 knots for some eighty consecutive hours. Captain Jayne wrote, "A candle on the capstan burned down to the socket, showing that she was going about as fast as the wind, which was on the quarter." The *Game Cock* went from Batavia to Woosung; thence to Nagasaki. At Hong Kong, in March 1860, she was chartered for six months by the British Government. In January 1861, the *Game Cock* is reported to have run with a favorable monsoon "from Woosung to Singapore in six days." This seems incredible, for the best reported passages in the China Seas are: *Golden Gate,* 9½ days, Shanghai to Batavia (November 1854); *Swordfish,* 10 days, Shanghai to Anjer (December 1860); *Hurricane,* 6½ days, Hong Kong to Singapore

(November 1854); and *Kathay,* 6 days 5 hours, Hong Kong to Bangkok (December 1857). Continuing, the *Game Cock* went to Padang and Ceylon and, sailing from Colombo June 1, 1861, arrived at New York August 27 after a passage of 87 days and 35 days from St. Helena. About a week before making port, the *Game Cock,* it is said, was required to dodge, "show her heels," and escape a Confederate raider. On this passage from Colombo to New York, we are told, the *Game Cock* came up with the British China tea clipper *Forward Ho* off Mauritius, and although the *Game Cock* was "very deep laden" and the British yachtlike clipper was "relatively light and in fine trim," they kept company for thirteen days and separated only when it was necessary to change their courses in the South Atlantic. On this passage, the *Game Cock* did some good sailing, for she made 342 nautical miles (by observation) in one day and during seven consecutive days covered 2,143 miles—an average for a week of 306 miles per day and a speed of 12¾ knots.

The next voyage of the *Game Cock* was in the China trade. Still under the command of Captain Jayne, she left New York December 8, 1861, and crossed the Atlantic equator when only 17 days out—a remarkably fast run. We are told that, on the 15th day, the ship spoke a British ship, and when in response to a request for "the time out from New York" Captain Jayne replied, "15 days," back came the answer from the skeptical British skipper, "That's a lie." Continuing, the *Game Cock* was 75 days from New York to Java Head and, beating up the China Sea against the monsoon, reached Hong Kong March 30, 1862, after a passage of 112 days from New York. After sailing farther up the China Sea, the ship loaded at Shanghai and sailed November 24, 1862, for New York; she encountered heavy gales off the Cape of Good Hope and arrived home on March 11, 1863, after a run of 111 days. Captain Jayne then relinquished his command. While under his charge, the vessel had sailed well and with a good breeze had maintained on one occasion, for some time, a speed of 15 knots.

On May 2, 1863, the *Game Cock* left New York bound for Melbourne under command of Captain Williams; later she loaded coal at Newcastle, N.S.W., for San Francisco and made the passage in 60 days, although she lost "all three topmasts in a hurricane" on the run. The ship then went to Shanghai and thence to Manila, where she loaded and sailed for New York December 30, 1864, arriving at her destination April 12, 1865, after a passage of 103 days (48 days from the Cape of Good Hope and 27 days from the Atlantic equator). Capt. Benjamin Sherburn then took over the command of the *Game Cock,* and under him she made fast passages of 92 days from New York to Hong Kong in 1869 and 75 days from New York to Melbourne in the early seventies. The *Game Cock* continued to operate between New York, Australia, and China for many years. In the late sixties, the ship was owned by Robert L. Taylor et al., New York, and in February 1880, when over twenty-nine years of age, she was condemned at Cape Town.

The *Hoogly* of 1,304 tons was designated when built in 1851 for Daniel C. Bacon & Sons as "a moderate clipper with good lines considering both speed and carrying capacity." Her career was a short one, which is unfortunate, for the ship was described by contemporaries as "a beautiful vessel of a sensible design that should make both good passages and good money." On her maiden westbound Cape Horn passage, which was from New York to San Francisco, the ship made a very fair run for a medium clipper and proved her handiness in San Francisco Harbor. After crossing the Pacific from California to China, she was stranded in the river below Shanghai on August 20, 1852. She became a total loss, through no fault of her own, when only nine months old (after seven months in service) and before she completed her maiden voyage. It was reported that the ship was insured for $74,000 and was in the hands of a pilot when she went ashore and was lost.

On her maiden passage, the *Hoogly,* with Capt. John Chadwick in charge, cleared Boston January 18, 1852, for San Francisco. When only three days out, her fore- and main-topmasts were carried away. It is said that the ship put into Rio de Janeiro February 24 "to refit," but most of the work of replacing the lost spars had been done at sea, and notwithstanding this handicap, the vessel made the run to Rio in only 37 days. The *Hoogly* stayed at Rio only three days and, clearing February 27, was at San Francisco May 28 after a passage of 131 days from original port, clearance to entry, and 127 days at sea. The run from Rio to San Francisco was made in 90 days under unfavorable sailing conditions. She sailed through the Golden Gate one day before the *Aramingo* of 716 tons, which had left New York six days before the *Hoogly* cleared from Boston. The following table gives a record of the passages of reputed clippers that cleared East Coast ports for California during the forty-eight-day period January 4-February 20, 1852, inclusive:

Name of Clipper and Tonnage	Captain	Year Built	Departure		Arrival at San Francisco 1852	Length of Passage in Days	
			Port	Date 1852		Elapsed Time	As Reported
ARAMINGO; 716	Sylvester	1851	New York	Jan. 12	May 29	138	138
HOOGLY; 1,304	Chadwick	1851	Boston	Jan. 18	May 28 (via Rio de Janeiro)	131	127 net
WISCONSIN; 925	Scott	1847	New York	Jan. 19	May 22	124	118 net (claimed)
KATE HAYES; 700	Mauran	1851	New York	Jan. 30	July 5	157	157
ANDALUSIA; 772	Wilson	1848	New York	Feb. 1	June 24	144	143
ROEBUCK; 815	Walden	1851	Boston	Feb. 2	July 3	152	152
EASTERN STATE; "half" clipper	Kilburn		New York	Feb. 13	July 12	150	150
VICTORY; 669	Lane	1851	Boston	Feb. 17	June 30	134	130
ARGONAUT; 575	Nott	1849	Boston	Feb. 17	July 4	138	134
RACE HOUND (bark)	Copeland		New York	Feb. 17	July 19 (via Valparaiso)	153	145

Leaving San Francisco July 1, 1852, the *Hoogly* was at Honolulu on the 13th (12 days out). As before stated, she stranded while proceeding up the river to Shanghai, in charge of a pilot, on August 20, or fifty days after her clearing from San Francisco. Replacing Capt. John Sylvester, Captain Chadwick took over the command of the New York-built medium clipper ship *Aramingo* (716 tons) at Shanghai in September.

But little is known in the United States of the large medium clipper ship *Titan,* built by Roosevelt & Joyce, New York, in 1855 and owned first by Daniel C. Bacon, of Boston, and later by Captain Bacon's two sons. The reason is due to the fact that this "beautiful and impressive clipper" did not sail to or from any northern port, although she did load in 1857 at New Orleans with cotton for Liverpool and, incidentally, carried the largest cargo of cotton (6,900 bales) ever loaded on a single ship up to that time. The *Titan* did not make any westward Cape Horn passage to San Francisco or, in fact, ever visit that port; neither did she make any voyages from any United States ports to China, Australia, India, or the East Indies. The ship, on her maiden voyage, crossed the Atlantic to Europe and thereafter operated as if she were a European vessel instead of an American one. In 1857 the *Titan* was referred to by the authoritative London TIMES as "the largest and finest clipper in the world." Americans competent to express an opinion would question this statement, but it shows that the ship was thought very highly of by the British marine fraternity.

The French Government chartered the *Titan* to carry troops, munitions, and supplies between Marseilles and Russia during the Crimean War. On November 26, 1855, she was reported damaged by a collision with the iron screw steamer *Marley Hill* in Valetta Harbor, Malta. At the time, the *Titan* was carrying 1,174 soldiers (officers and men). In the fall of 1857, the vessel was severely damaged during an extremely violent gale, and the main- and mizzenmasts were cut away. She was in charge of a pilot and entering the River Mersey bound from New Orleans with cotton for Liverpool. After repairs were made, the *Titan* was chartered by the Britain-Australia White Star Line of sailing packets. She took out "a large cargo and 1,030 passengers" from Liverpool to Melbourne, making a very profitable and satisfactory passage. The return part of the voyage consisted of a run in ballast from Melbourne to Peru, where she loaded guano at the Chincha Islands and sailed from Callao December 24, 1857, bound for Queenstown "for orders." The *Titan* experienced very heavy weather in the southern latitudes when rounding Cape Horn and in the South Atlantic. On February 14, 1858, when 52 days out, the ship was found to be leaking badly, and on February 18, Capt. J. Henry Sears (formerly of the *Wild Ranger*) gave orders to abandon ship. (When she went into the transport service, Captain Sears had relieved Capt. Oliver Eldridge, her first master.) Fifty officers and crew, but no passengers, were on board at the time, and when they took to the boats they were some eleven hundred miles from the South American coast. A course was steered for Rio de Janeiro, and after being afloat about a week, the entire ship's complement was picked up by the *Golconda,* a Spanish ship, and landed at Pernambuco. Both the

collision at Malta and the near disaster in the Mersey had occurred virtually in port and with the ship in the hands of certified British pilots. However, it was said that the *Titan* had been far more badly injured structurally than was generally supposed and revealed by surveys. When the ship started to leak during a severe battering off the Horn and in the South Atlantic, she was in no danger until the pump suction pipes plugged and she was unable to combat the steadily rising water in the holds and was too far offshore to make port.

Howes & Crowell, George Howes & Company, and Other Firms of Boston and New York

The Crowells were a great Cape Cod and New England seafaring family that owned and operated ships and furnished the command of a large number of first-class vessels in the great American clipper ship era. Without considering the Crowells in command of coastwise sailing vessels, such as schooners, brigs and brigantines, and ordinary full-bodied ships and barks, the following captains of the Crowell family were masters of American clipper ships of the first flight:

Name of Captain	Clipper Ship Commanded and Tonnage
Allen Crowell	ARCHER (1,096)
Benajah Crowell, Jr.	WILD ROVER (1,100)
Christopher Crowell	NATIONAL EAGLE (1,095)
Elkanah Crowell	BOSTON LIGHT (1,154)
	FAIR WIND (1,299)
	GALATEA (1,041)
Hatsel F. Crowell	EDITH ROSE (510)
Milton B. Crowell	BLACK HAWK II (1,109)
Seth Crowell	KIT CARSON (997)
Sturgis Crowell	BOSTON LIGHT (1,154)
	ORPHEUS (1,272)
Thomas Crowell	WILD ROVER (1,100)
W. Crowell	FLYING EAGLE (1,004)
Zenas Crowell	GODDESS (1,126)
Captain Crowell (first names not recorded)	OCEAN PEARL (847)
	OSBORN HOWES (1,100)
	QUEEN OF THE SEAS (1,356)
	ROBIN HOOD (1,181)
	GODDESS other than Zenas (1,126)

Probably the most famous of these shipmasters were Capt. Elkanah Crowell, of Hyannis, Cape Cod, and his brother Capt. Sturgis Crowell. Capt. Elkanah Crowell was chief mate (under Capt. John Arey) of the Maine-built fast clipper ship *Spitfire* of 1,520 tons when she put into Rio de Janeiro November 27, 1853, and discharged eight members of the crew for incompetence. He declared that his ship wanted only men who "could jump over the foreyard before breakfast." Before many years, however, men were being shipped on American clippers as seamen who did not know the difference between the foreyard and the crossjack or the spanker boom. Prince S. Crowell, of East Dennis, associated with Capt. Christopher Hall, built and operated ships on the Cape and later moved to Boston.

Crowell, Brooks & Company had the clipper ship *Fleetwing* of 896 tons built in 1854 by Hayden & Cudworth, Medford, Mass. Capt. Laban Howes was in command of the vessel until 1861. Later, the registered owners of the ship were Howes & Crowell. (Crowell, Brooks & Company also appears in the records as the owner of the clipper ship *Director* of about 850 tons, built in 1853; but as this vessel was reported built at the same yard as the *Fleetwing* and nothing more is known of her, it is possible that the ship originally known as the *Director* was renamed *Fleetwing*.)

The shipping firm of Howes & Crowell, Boston, of which Osborn Howes was the senior member, was the registered owner at sometime or other of the following clipper ships. The partnership of Osborn Howes and Nathan Crowell, a brother-in-law, continued for thirty-four years and owned or managed many merchant ships.

Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
ELLEN FOSTER	1852	Joshua T. Foster, Medford, Mass.	996	180	37	24
Built for J. & A. Tirrell, Boston. Sold to Howes & Crowell. In Aug. 1867, condemned and sold to Charles Parker, Callao. Wrecked on coast near Puget Sound, Wash., Dec. 1867.						
CLIMAX	1853	Hayden & Cudworth, Medford, Mass.	1,051	180	36	22- 9
Built for Howes & Crowell, Boston. Sank at Callao, Apr. 1855. Sold for $13,000; refloated, put under Peruvian flag, and renamed ANTONIO TERRY. Sold at Hong Kong in 1865 for $19,000.						
RINGLEADER	1853	Hayden & Cudworth, Medford, Mass.	1,156	189- 8	36- 2	22- 9
Built for Howes & Crowell. Lost on passage from Hong Kong to San Francisco on May 9, 1863.						
FLEETWING	1854 (1853)	Hayden & Cudworth, Medford, Mass.	896	167	34	21- 8
Built for Crowell, Brooks & Co., Boston. Later owned by Howes & Crowell. Last American owner was Vernon H. Brown, New York. Sold in the late seventies at Australia, put under British flag, and used in Pacific trade. Condemned at Melbourne, Apr. 1885.						
ROBIN HOOD	1854	Hayden & Cudworth, Medford, Mass.	1,181	186	37	23- 6
Built for Howes & Crowell, Boston. Destroyed by fire at Baker's Island on Aug. 20, 1869, when loading guano.						
SWALLOW	1854	Robert E. Jackson, East Boston	1,435	210	38- 6	23- 6
Built for Dugan & Leland, New York, and Seccomb & Taylor, Boston. Sold to Thatcher Magoun, Boston, in 1862. In 1873 bought by Howes & Crowell, Boston, for $44,000. Sold at auction New York in 1883 for $19,000. In 1885 was abandoned at sea during passage from Liverpool to Sydney.						
OSBORN HOWES	1854	Hayden & Cudworth, Medford, Mass.	1,100	186	35- 9	23- 9
Built for Howes & Crowell, Boston. Sold at Calcutta in June 1864 and put under British flag, with no change of name.						
RIVAL	1855	Hayden & Cudworth, Medford, Mass.	983	177	34- 7	23
Built for Howes & Crowell, Boston. Sailed from Rangoon, Burma, Mar. 27, 1872, for Falmouth, England, and "went missing."						

It will be noted that the five clipper ships built for Howes & Crowell and the one built for Crowell, Brooks & Company—six in all—were constructed at the same yard, Hayden & Cudworth, Medford, Mass.

The *Ellen Foster* (996 tons) was a rather full-modeled ship for a clipper "of the vintage of early 1852," but from the first she was described as "a moderate clipper in model and rig"; i.e., a medium clipper. It would seem that Joshua T. Foster built her "on spec" at his Medford yard, and the builder evidently owned her when she was launched and christened *Ellen Foster* after his wife. The ship carried a carved image of that lady as a figurehead. The first owner to operate the ship was the firm of J. & A. Tirrell, of Boston, which a year later acquired title to the *West Wind* (1,071 tons), launched in March 1853 also by Joshua T. Foster. The *Ellen Foster* was a slow ship for a clipper. She is credited with four westward Cape Horn passages to California, her first in 1852 and the other three during the years 1855-1862.

On her maiden voyage, the *"Foster"* cleared Boston June 3, 1852, and arrived at San Francisco October 31 after a passage of 150 days, port to port. Evidently, the vessel had to put into Rio de Janeiro en route and was reported leaving Rio on July 31, which would make her run from Rio to San Francisco 100 days; the passage reported upon arrival at San Francisco was "140 days at sea from Boston." In 1855, the *Ellen Foster* (Captain Scudder) sailed from Boston March 8 and reached San Francisco August 2 after another slow passage of 147 days. The only noteworthy episode in regard to this run was the fact that the *"Foster"* was one of seven clipper ships that sailed through the Golden Gate and entered San Francisco Harbor on the historic date of August 2, 1855, and thereby contributed to the establishment of an all-time record of arrivals of clipper ships—or any type of deep-sea square-rigged sailing vessels—at one port. This record of seven arrivals is particularly impressive, as all of the ships had made an ocean voyage of some 16,000 miles, had been at sea some four or five months, and had made the westward Cape Horn passage to San Francisco from an East Coast United

States port (four from New York and three from Boston). The following table gives the seven clipper ship passages that ended with an arrival at San Francisco on August 2, 1855:

Name of Ship, Year Built, Type, and Tonnage	Captain	Builder	Departure		Length of Passage in Days	
			Port	Date 1855	Elapsed Time	As Reported
MONSOON; 1851; "half," or medium, clipper; 773 tons	Baker	Trufant & Drummond, Bath, Maine	New York	Feb. 27	156	154
LOOKOUT; 1853; clipper; 1,291 tons	Joyce	Chase & Davis, Warren, R.I.	New York	Mar. 1	154	153
ELLEN FOSTER; 1852; "moderate," or medium, clipper; 996 tons	Scudder	Joshua T. Foster, Medford, Mass.	Boston	Mar. 8	147	147
QUEEN OF THE SEAS; 1852; clipper; 1,356 tons	Tay	Paul Curtis, Medford, Mass.	Boston	Mar. 18	137	136
WAR HAWK; 1855; medium clipper; 1,067 tons	Simmons	G. W. Jackman, Newburyport, Mass.	Boston	Mar. 27	128	128
MESSENGER; 1852; extreme clipper; 1,350 tons	Kennedy	Jacob Bell, New York	New York	Apr. 3	121	121
COEUR DE LION; 1854; medium clipper; 1,098 tons	Tucker	George Raynes, Portsmouth, N.H.	New York	Apr. 6	118	118
			(also reported as a 119-day passage with an earlier sailing)			

It will be seen that four of the clippers arriving in San Francisco Bay August 2, 1855, had sailed from an East Coast port (two from Boston and two from New York) after the *Ellen Foster,* and their voyages had commenced from ten to twenty-nine days after the *"Foster"* had sailed. Later sailings, however, suggest the possibility that the ships experienced very different conditions of wind and sea throughout much and possibly all of the voyage, even if the identical course was followed. That the 147-day passage of the *Ellen Foster* was slow for a clipper is evidenced by the fact that the *Polynesia* of 1,084 tons, clearing Boston March 6, reached San Francisco on July 16 (or seventeen days before the *"Foster"*) and reported a passage of 125 days at sea. The fast clipper *Panama* of 1,139 tons left New York on March 8—the same day that the *"Foster"* sailed from Boston—and arrived at San Francisco on June 29 (thirty-four days before the *"Foster"*) after a passage of 113 days, clearance to entry, and 112 days as reported.

In 1857, under the command of Captain Robinson, the *Ellen Foster* made her third westward passage to San Francisco in the very slow time of 167 days. This run started well, with strong, favorable winds in the North Atlantic. The line was crossed when only 22½ days out, and Staten Island was reached on the 53rd day. Following this, the ship battled gales off Cape Horn for forty-two successive days and had bad luck with winds in the run up the Pacific. The fourth and last westward Cape Horn passage to San Francisco (1862) was almost equally slow and occupied 165 days. The lifetime average length of westward passages of the *Ellen Foster* in the California trade was 157 days, port to port, and 155 days as reported "at sea."

Prior to 1855, the *Ellen Foster* was kept generally in the East India trade, where her passages were also slow, and in 1853 she was over 150 days making the run from Calcutta to Boston. In 1855-1856, the *"Foster"* made three transpacific passages between San Francisco and Hong Kong—two westward runs each in 53 days and one eastward passage in 49 days.

The vessel's runs in the guano trade, with eastward roundings of Cape Horn, were generally made in slow time. In July 1867, the *"Foster"* sailed from Callao with guano bound for Hampton Roads, but she was forced to return to port "in distress" and was condemned and sold when fifteen years old. After making some repairs to the ship, her new owner (Charles Parker, of Callao) sent the vessel to sea, and the ship proceeded to Puget Sound, Wash., in ballast, to load a cargo of lumber. When close to her destination, in December 1867, the *Ellen Foster* went ashore at Neah Bay and became a total loss. She was insured for $20,000, being valued at the time at about $20 per ton.

The *Climax,* the first clipper ship built for Howes & Crowell, was launched from the yard of Hayden & Cudworth, Medford, Mass., very early in 1853. She was described by contemporaries as "a beautiful ship of sharp model with a relatively flat floor, raking, pleasing bow, a short topgallant

forecastle, and a long half poop deck [for officers and cabin passengers], with a deckhouse amidships for the crew and another deckhouse further aft just forward and connecting with the poop." The deadrise was said to be 17 in., tumble home 4 in., and sheer 2 ft. 2 in. The *Climax* was especially featured in the press, as she was the first ship to be equipped with the Howes double-topsail rig, which was patented by Capt. William F. Howes. He superintended the construction of the *Climax* and was her first commander. The Howes rig was in fact an adaptation of, and a claimed improvement on, the Forbes double-topsail rig, which originated with Capt. Robert Bennet Forbes, the master mariner-merchant of Boston and an acknowledged authority on oriental trade. Captain Howes took the *Climax* on her maiden voyage from Boston to San Francisco, returning eastward around Cape Horn, and, it was reported, operated the 1,051-ton clipper with a crew of only fourteen men and twelve boys, or "about half the number of men that would have been required had she been fitted with the old-style big single topsails rig." On her initial westward passage to California, the *Climax* had a good cargo of 1,785 tons measurement and a freight list of $56,000. She sailed from Boston on March 28, 1853, and made a good run to the Atlantic equator of 19 days and 17 hours. Her time (in days), mileage (nautical miles), and average speed in knots to certain points on the course and for the entire passage were reported by Captain Howes as follows:

From Boston to	Passage in Days	Distance Traveled Miles	Speed in Knots	From Boston to	Passage in Days	Distance Traveled Miles	Speed in Knots
Atlantic equator	20	3,600	7.7	Pacific equator	88	12,550	5.9
Cape Horn	52	7,730	6.2	San Francisco	115	15,976	5.8

Three clipper ships cleared Boston or New York on March 27 and 28, 1853, and all arrived at San Francisco on July 20 and 21, each making the passage in 115 days—a record for uniform sailing for three vessels over a 16,000-mile course. The record for uniform sailing could probably be extended to cover the performances of seven clipper ships with consecutive sailings (which included all the clearances) from East Coast United States ports for California during the two-week period March 15-28, 1853, inclusive. The following table gives the particulars of these seven clippers and the comparative record of their sailing performances on these passages:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1853	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	As Reported
SURPRISE; 1850; 1,261	Ranlett	Samuel Hall, East Boston	New York	Mar. 15	July 9	116	116 (also stated 118)
SEAMAN'S BRIDE; 1851; 668	Myrick	R. & E. Bell, Baltimore	New York	Mar. 19	July 17 (also stated as July 28 arrival and 131-day passage)	120	120
WITCHCRAFT; 1850; 1,310	Dudley	Paul Curtis, Chelsea, Mass.	New York	Mar. 19	July 8	111	110
LANTAO; 1849; 593	Bradbury	Samuel Hall, East Boston	New York	Mar. 24	July 23	121	120
COMPETITOR; 1853; 871	Moses Howes, Jr.	J. O. Curtis, Medford, Mass.	Boston	Mar. 27	July 20	115	114
CLIMAX; 1853; 1,051	William F. Howes	Hayden & Cudworth, Medford, Mass.	Boston	Mar. 28	July 21	115	115
ANTELOPE; 1852; 1,186	Shinn	Perrine, Patterson & Stack, New York	New York	Mar. 28	July 21	115	115

The *Climax* completed her first voyage by a slow run, in ballast, from San Francisco to Callao in 60 days, but after loading guano, the ship made a fast run of only 66 days 16½ hours from that Peruvian port to Hampton Roads. Upon arrival home, Capt. William F. Howes relinquished his command of the *Climax* and retired from the sea to devote his time and energies to installing his patented double topsail on square-rigged vessels.

Capt. Benjamin Freeman was appointed to the command of the *Climax*. The ship commenced her second voyage by clearing from New York for San Francisco June 24, 1854. Apparently, her

actual sailing was delayed, for when she arrived at San Francisco on November 8 (137 days after the date of clearance), the length of her passage was reported and recorded as 132 days. The *Climax* experienced very unfavorable sailing conditions on this run and could not get any good winds. She was 75 days to Cape Horn and rounded the Cape in placid weather. Throughout the entire run up the Pacific, the ship had a continuation of light winds and calms and did not furl her royals at any time on the run to the Golden Gate. She took 35 days to sail from the Pacific equator to San Francisco, which she reached one day after the clipper ship *Grace Darling* of 1,197 tons. This vessel had cleared port a week before her and reported a passage of 143 days, or eleven days longer than that of the *Climax*.

The *Climax* discharged at San Francisco and, as on her maiden voyage, went to Callao in ballast. After loading guano at the Chincha Islands, she left March 28, 1855, for Callao to get her clearance, and on this short run the ship made water badly. Upon arrival at Callao, the *Climax* had eight feet of water in her holds and a crew exhausted from continual work at the pumps. Some of the vessel's cargo was transferred to the new clipper *Osborn Howes* of 1,100 tons of the same owners. The pumps of the *Climax* became clogged, and the ship sank in 21 fathoms of water with about 700 tons of guano aboard. The *Climax* was abandoned to the underwriters and sold as she lay to Peruvians for $13,000, who floated her with the aid of convict labor and made the necessary repairs. Having been renamed *Antonio Terry,* she was put in the Chinese coolie trade, with Callao as the hailing port. Later, the vessel was used in general trade and, operating under the Peruvian flag, reached New York January 15, 1864, from Manila. In 1865 the old *Climax,* then about twelve and a half years old, was reported sold at Hong Kong for a price of $19,000. Further records of the ship are not available.

The clipper ship *Ringleader* of 1,156 tons, built in 1853 by Hayden & Cudworth, Medford, Mass., for Howes & Crowell, was a fast ship. Under the command of Capt. Richard Matthews during the eight years 1853-1861, she did some good sailing and built up a fine record as a reliable, fast performer at sea, notwithstanding the fact that the ship encountered a lot of unfavorable conditions, with a great proportion of light winds and calms. Of the eight voyages commenced during her lifetime, six had outward passages in the Cape Horn run from either Boston or New York to California, and the other two were Cape of Good Hope voyages. One was from Boston to Australia and return (Voyage No. 2) and the other from London to Hong Kong, with return by way of Manila to New York (Voyage No. 6). The following comparative record shows the sailing performance of the *Ringleader* on her eight westward Cape Horn passages to California, which included a run in October 1861-February 1862 under Captain White after Captain Matthews had relinquished his command:

California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 1	No. 1	Richard Matthews	Boston	Oct. 21, 1853 (cleared Oct. 20)	Feb. 8, 1854	110 (111 days from clearance)	110
	Sailed even with the MATCHLESS, which left Boston and arrived at San Francisco the same day as the RINGLEADER, but was beaten two days by the GOLDEN CITY, which sailed from New York Oct. 23 and reached San Francisco in company with the RINGLEADER and MATCHLESS on Feb. 8. The RINGLEADER was within 400 miles of the Golden Gate when 100 days out and had crossed the Pacific equator when 85 days out.						
No. 2	No. 3	Richard Matthews	Boston	Oct. 28, 1855 (also stated Oct. 27 and 109 days elapsed)	Feb. 13, 1856	108	107
	The fastest of all the twenty-nine clipper ship passages between East Coast ports and California with sailings during the eighty-five-day period Sept. 13-Dec. 6, 1855. The sailings preceding the RINGLEADER, with the length of passages, were: COMET, 122 days; RESOLUTE, 145 days; NOONDAY, 139 days; CHARMER, 143 days; and SANCHO PANZA, 147 days. Those following the RINGLEADER were: VICTORY, 153 days; WILD DUCK, 131 days; and RIVAL, 143 days.						
No. 3	No. 4	Richard Matthews	Boston	Feb. 17, 1857	June 21, 1857	124	124 (also stated 122)
	Was 18 days to Atlantic equator, 41 days to 50° S. Atlantic, 84 days to Pacific equator, and then had a long "drift" in light baffling winds and calms, stated as "38 days to the Gate" or, evidently, 40 days to date of official entry. The fastest of all the six clipper ship passages between East Coast ports and California with sailings during the twenty-eight-day period Feb. 10-Mar. 9, 1857, inclusive. The other ships clearing within this period, with their length of passages to San Francisco, were: GOLDEN FLEECE from New York Feb. 10, 131 days (claimed 124); COWPER from New York Feb. 12, 140 days (claimed 134); RED ROVER from New York Feb. 28, 126 days (claimed 123; also 124); OSBORN HOWES from New York Mar. 3, 147 days; and WILD HUNTER from Boston Mar. 7, 129 days.						

(Continued on next page)

California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 4	No. 5	Richard Matthews	New York	Apr. 3, 1858	July 27, 1858	115	114

Off the Horn and again in the South Pacific, spoke the JOHN LAND of 1,054 tons, which had sailed three days after her and led her three days to port because of lucky winds, as the RINGLEADER was ahead when ten days from San Francisco. The RINGLEADER crossed the Pacific equator when 85 days out, but because of calms, was 16 days covering the last 700 miles. The two clipper ships whose sailings preceded the RINGLEADER were the MORNING STAR from New York Mar. 31, 125 days, and the WEST WIND from Boston Mar. 25, 137 days. The ANGLO-SAXON, leaving New York Apr. 10, made a passage of 164 days.

No. 5	No. 7	Richard Matthews	Boston	Sept. 10, 1860	Jan. 4, 1861	116	115

When 19 days out, stove bulwarks and lost much canvas in a hurricane. Was 39 days to Atlantic equator and 66 days to Straits of Le Maire. Was at 50° S. Pacific on 79th day. Crossed Pacific equator on 98th day and was 17 days to port. Was in company with FLYING CHILDERS off the Horn and led her into port by two days. The two ships made 115-day passages, which were the fastest of the thirty-one clipper ship runs from East Coast ports to San Francisco with clearances during the period Apr. 19-Oct. 23, 1860.

No. 6	No. 8	White	Boston	Oct. 10, 1861	Feb. 17, 1862	130	130

The commencement of her last voyage, under a new captain and still further reduced sail and crew. Experienced unfavorable sailing conditions throughout passage, but no details available.

Continuing her five completed voyages in the California trade, the *Ringleader* made the following passages over the courses as stated:

Voyage No. 1: From San Francisco to Manila, 47 days; Manila to Boston, 112 days. Completed a voyage around the world, on which she was 269 days at sea.

Voyage No. 3: From San Francisco to Shanghai, 48 days. Loaded with tea at Foochow and sailed June 17, 1856, for London; had adverse monsoons and extremely bad sailing conditions in the China Sea. Reached Straits of Sunda after a tedious run of 53 days. Left Anjer Aug. 9 and was at Deal Oct. 29 after a run of 81 days. Reported at Gravesend (Thames River) Oct. 31 and was at London Nov. 1, 1856. Crossed the Atlantic and made a good passage, against the westerlies, of 22 days from the Lizard Light to Boston.

Voyage No. 4: From San Francisco to New York direct (her first Cape Horn easterly passage) in 124 days.

Voyage No. 5: From San Francisco to Shanghai, 55 days. Loaded tea at Foochow and sailed Feb. 24, 1859, for England; was at Deal June 11 and docked at London June 13 after the fastest China-Britain tea passage with sailings during the first ten months of 1859. This run was 107 days from Foochow to Deal and 109 days from anchor to the dock in London.

Voyage No. 7: From San Francisco to Ypala (on the West Coast of Mexico), where she loaded dyewoods for England. Arrived at Falmouth July 5, 1861. Proceeded to London and then crossed the Atlantic in ballast to Boston, where she arrived Sept. 9, 1861.

The second voyage of the *Ringleader* was in the Australian trade. The ship sailed from Boston October 18, 1854, and arrived at Melbourne January 5, 1855, after a fast passage of 79 days elapsed time and 78 days as reported; this was a particularly fine run, as the ship put into Pernambuco November 19 en route, and the passage of 78 days reported was gross time from Boston to Melbourne (probably pilot to anchor). Returning, the *Ringleader* ran from Melbourne to Calcutta in 53 days, from Calcutta to the discharging dock at London in 102 days, and made a westward transatlantic crossing of 22 days from Land's End to Boston.

The sixth voyage consisted of a charter for the outbound passage, with a British cargo from London to Hong Kong. The *Ringleader* sailed September 26, 1859, and did not reach her destination until February 21, 1860, after a very slow passage of 148 days, as she was unlucky as to weather and experienced "wretched sailing conditions throughout the entire run." The ship continued to have bad luck on the return passage of this voyage. She loaded at Manila and sailed March 31, 1860, for New York, was at Anjer April 19, passed the Cape of Good Hope May 26, crossed the Atlantic equator July 3, and arrived at her destination August 2, 1860, after a very slow run of 124 days from Manila, 105 days from Anjer, and 68 days from the Cape of Good Hope. The ship had no "sailing chance" over any part of the course.

The eighth and last voyage of the *Ringleader,* under Captain White and during the Civil War, was a peculiar one and was never completed. The ship was sent to the Pacific with orders to pick up trade and stay there "until it is safe to use the established ocean trade routes from the Pacific to the North Atlantic." After discharging at San Francisco, the *Ringleader* went to Honolulu and thence to Yokohama. She arrived at Shanghai October 14, was at Foochow November 11 and later at Hong Kong, from which port she sailed for San Francisco May 3, 1863, with no cargo but loaded with Chinese coolies and a few white cabin passengers. On May 9 the ship struck on the Formosa Banks. Being helpless, she was quickly surrounded with Chinese pirates, who drove the coolies ashore and the officers and crew to the boats and thoroughly pillaged the ship. Two of the seamen of the *Ringleader* were drowned, but the captain and others reached San Francisco on the bark *Emily Banning.* When the clipper ship *Don Quixote* (1,429 tons) sailed through the Golden Gate September 15, 1863, she had six hundred Chinese coolies aboard, two hundred of whom were from the *Ringleader* and had been picked up at the island of Formosa.

The little medium clipper ship *Fleetwing* of 896 tons (old measurement), built for Crowell, Brooks & Company, Boston, in 1854 and later owned by Howes & Crowell, was very active for about twenty years (1854-1873) in the California trade. In that time, she made fifteen westward Cape Horn passages to San Francisco—fourteen from New York or Boston and one from Rio de Janeiro. Howe and Matthews say that the average length of the fourteen passages from East Coast United States ports was 134 days. On seven of these, we are told, the *Fleetwing* "took her departure during the unfavorable season." With adverse sailing conditions in the North and South Atlantic, "long spells of heavy weather off the Horn," and light and variable winds in the North Pacific, her average for these seven passages was 147 days (longest, 158 days). On the other seven passages, the ship left port "during the fair to good season." We are told that her average for the westward Cape Horn run to San Francisco was 120 days, "there being two of 113 days; one each of 114, 121, and 122 days and two of 128 days." Howe and Matthews describe the *Fleetwing* as "a handsome ship of rakish appearance" and say that she "was recognized as a fast sailer although having no record passages to her credit." In support of this assertion, they refer to the ship's making two runs from the Pacific equator to San Francisco in 19 days (the record is 12 days, made by the *Comet* in 1856), and on one occasion, it is claimed, the *Fleetwing* ran "from 50° S. Pacific in 41 days," which, if true, is fast sailing. The *Flying Dutchman* covered the distance in 35 days in December 1852-January 1853, and several clippers sailed over this section of the course in 36 and 37 days. (It would seem that the *Meteor* in 1859 made the record run from 50° S. Pacific to the line in 15½ days, and the combination of the records over the two parts of the course is 27½ days, made at different times by two different clippers.)

During the clipper ship decade, the *Fleetwing* made six of her fourteen westward Cape Horn passages to California, which averaged 138½ days from clearance to entry and 137 days as reported. This is very slow sailing for a clipper ship and would seem to negative the statement that the *Fleetwing* "was recognized as a fast sailer." The vessel was too small for a regular Cape Horner, and the clipper ships that proved to be good and fast vessels in that trade were from 1,679 tons (*Andrew Jackson*) to 3,357 tons (*Great Republic*) as compared with only 896 tons for the *Fleetwing* (829 tons "new measurement" and 786 tons British measurement). It has been said that the *Fleetwing* was not an "extreme" but only a "medium" clipper, and, therefore, her speed should not be compared with that of the *Flying Cloud* (1,782 tons), *Flying Fish* (1,505 tons), *Westward Ho* (1,650 tons), and *Great Republic,* which were all extreme clippers. Here again, the difference in size becomes noticeable. It was size, evidently, and not so much somewhat fuller lines that handicapped the *Fleetwing* in her Cape Horn voyages. Years later (1884), two well-designed and built Down Easters were launched from Bath, Maine, shipyards that were very much fuller-modeled ships and more moderate in rig than the *Fleetwing;* yet these vessels, the *Henry B. Hyde* (2,583 tons gross; 2,462 tons net) and the *A. G. Ropes* (2,461 tons gross; 2,342 tons net), with 90 ft. greater length, 11 ft. greater beam, and 7 ft. greater depth, had a lifetime average of 124 days and 120 days, respectively, in their westward Cape Horn runs from New York to San Francisco as against an average for the clipper *Fleetwing,* which was only about one-third their size, of a claimed 134 days. (The big-carrying, lightly manned, and economically operated Down Easter *Henry B. Hyde,* in the years 1889-1893, actually made four consecutive passages from New York to San Francisco in 108, 108, 105, and 112 days, respectively—an average of 108¼ days per passage and a record for uniform high speed that few, if any, clipper ships have ever equaled.) The following table gives a comparative

record of the sailing performance of the *Fleetwing* on her first six westward Cape Horn passages to California made during the years 1854-1860:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Laban Howes	Boston	Mar. 11, 1854	July 11, 1854	122	122
Beat the R. B. FORBES (757 tons), which cleared New York the same day (Mar. 11), by fifteen days and the MESSENGER (1,350 tons), which sailed from Philadelphia Mar. 13, by over four days. The next sailing, however, was that of the STARLIGHT (1,153 tons) from Boston Mar. 16 (five days after the FLEETWING), and the two clippers sailed through the Golden Gate together. The VIKING (1,349 tons) cleared Boston Mar. 17 and ran out to San Francisco in 116 days.						
No. 2	Laban Howes	New York	June 2, 1855	Nov. 1, 1855	152	150
An outstandingly slow passage compared with the other ten clipper sailings from May 6 to June 23. The CHALLENGER (1,334 tons), sailing from Boston the same day, ran out in 134 days and was at San Francisco eighteen days before the FLEETWING. Other passages of near sailings were 137, 140, 126, 136, 144, 111, 107, 122, and 118 days, respectively, elapsed time, port to port.						
No. 3	Laban Howes	New York	July 3, 1856	Dec. 13, 1856	163	158
A very slow run and said to be the FLEETWING'S longest passage. The nearest clearings to that of the FLEETWING for direct passages to San Francisco were: INTREPID (1,173 tons) from New York June 30, 149 days (reported 146); NEPTUNE'S CAR (1,616 tons) from New York June 30, 138 days (reported 136 and also 134); ORIENTAL II (1,655 tons) from New York July 8, 139 days (reported 138); JOSEPH PEABODY (1,198 tons) from Boston July 14, 145 days (reported 145); BALD EAGLE (1,704 tons) from New York July 18, 120 days (reported 120).						
No. 4	Laban Howes	Boston	Dec. 3, 1857	Mar. 28, 1857	115	113
The FLEETWING'S all-time fastest passage, reported 113 days 12 hours. The OCEAN TELEGRAPH (1,495 tons), which arrived at San Francisco thirteen days before the FLEETWING, reported a passage of 105 days 20 hours. The MARY ROBINSON (1,371 tons), following the FLEETWING, went out in 122 days, but the VIKING (1,349 tons) arrived at San Francisco two days after the FLEETWING, completing a passage of 108 days from New York.						
No. 5	Laban Howes	New York	Sept. 18, 1858	Feb. 11, 1859	146	145
All Sept. 1858 sailings resulted in slow passages, as follows: TALISMAN (1,238 tons) from New York Sept. 4, 135 days; STEPHEN R. MALLORY (959 tons) from New York Sept. 4, 151 days; MARY WHITRIDGE (978 tons) from New York Sept. 13, 138 days; GALATEA (1,041 tons) from New York Sept. 23, 148 days (reported 144 days); SEAMAN'S BRIDE II (758 tons) from New York Sept. 25, 191 days (reported 185 days). The POLYNESIA sailed from Boston Sept. 9, but put back for repairs; sailed again and made a passage of 152 days.						
No. 6	Laban Howes	New York	Dec. 23, 1859	May 1, 1860	130	130 (also stated 128)
A slow passage compared with the other ten sailings from Nov. 23, 1859, to Jan. 7, 1860, inclusive. The other clipper passages were made in 109, 109, 110, 107, 126, 124, 97, 89, 114, and 106 days, respectively. The SIERRA NEVADA (1,942 tons) sailed the day after and the ANDREW JACKSON (1,679 tons) two days after the FLEETWING and made passages to San Francisco of 97 and 89 days, respectively.						

In 1864 the *Fleetwing* made a Cape Horn westward passage of 85 days from Rio de Janeiro to San Francisco, having loaded the cargo of the ship *Undaunted* (1,371 tons) at Rio. On a passage from New York to California, this vessel put into Rio in distress in September 1863 and, after survey, had been condemned, turned over to the underwriters, and sold.

All of the voyages of the *Fleetwing* prior to 1873 were in the California trade with outward passages to the westward around Cape Horn, with the exception of Voyage No. 7, which was in the Britain-India trade with an outward run from Liverpool to Calcutta.

On her passages from San Francisco, nine were to the eastward around Cape Horn, and six were westward sailings on around-the-world voyages. Of the eastward Cape Horn runs, one was direct to New York in 103 days, two to Boston in 112 and 119 days, respectively, and one to Queenstown, Ireland, "for orders," in 120 days. Three were in the Peruvian guano trade, two with runs from San Francisco to Callao, in ballast, with guano cargoes taken from Callao to Queenstown and Hamburg, and the third (1864) was from San Francisco to Baker's Island via Honolulu, where she loaded supplies and some gear for the island and made a good run of 10 days from the Golden Gate to Honolulu. The other two return passages via Cape Horn, sailing east, were tedious ones in 1870 and 1871. Each required over six months to run from San Francisco to Liverpool, with cargoes of dyewood taken aboard at both Mazatlan and Altata. Of the six around-the-world voyages, three were via Manila, two via Calcutta, and only one via a Chinese port. The passages from Calcutta to Boston were made in 98 and 97 days, respectively. The run home via China consisted of a transpacific passage, in ballast,

from San Francisco to Hong Kong in 44 days and a run from Whampoa (Hong Kong) to New York in 108 days. It is evident that the *Fleetwing* did better sailing in the Cape of Good Hope route and in the tropics than on the Cape Horn run.

In the fall of 1873, the *Fleetwing* sailed from New York to Australia (her first voyage in that trade). Arriving at Melbourne February 25, 1874, she proceeded, after discharging, to Newcastle, where she loaded coal for Hong Kong, after which she went to Manila, light, and picked up a cargo there for New York. This voyage was followed by a second run out to Australia, where she was sold to go under the British flag with no change of name. The *Fleetwing* was re-rigged as a bark and used in the lumber trade on the Pacific. On her last voyage, she sailed from Victoria, B.C., on October 30, 1884, for Melbourne, but after being subjected to two weeks of heavy gales, which strained the hull and started bad leaks, the ship put back to port for repairs. She left port again on December 18, 1884, and after a 99-day passage, she reached Melbourne March 27, 1885. A survey revealed that the ship was no longer fit for deep-sea voyages unless she was rebuilt, so she was laid up indefinitely and withdrawn from ocean trade when thirty-one years of age.

The third clipper ship built for Howes & Crowell was the *Robin Hood,* and she was described by her builder (Hayden & Cudworth, Medford, Mass.) and by her owner as an extreme clipper. That the vessel had a sharp model is proved by the fact that whereas her registered tonnage was 1,181 tons as per the original measuring, which considered prime dimensions only, the tonnage based on the new (1865) formula for measurement, which took into account the fullness or sharpness of the model (and the block coefficient of the entire hull) was only 981 tons.

The *Robin Hood* was a fast ship in the California Cape Horn trade. During her lifetime, she made twelve westward passages from East Coast ports to San Francisco (eleven from New York and one from Boston) and averaged 125 days on these runs. During the clipper ship decade, the ship made five runs to California, averaging 121½ days on these passages. Her best performances westbound were two runs from New York to San Francisco, each in 107 days, and her slowest passages over the course were made in the sixties in 140 days (21 days rounding Cape Horn) and 134 days (20 days off the Horn), respectively. The ship's best sailing performance on any of her westward passages to California was in 1859, and this was on the Pacific leg of the course. She ran from 50° S. to the equator in 23 days and from the line to destination in 17 days, a total of 40 days from 50° S. Pacific to San Francisco. The following table gives a comparative record of the five westward Cape Horn passages to California made during the years 1854-1860 inclusive:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Bearse	Boston	May 6, 1854	Sept. 10, 1854	127	127
The two clipper ship sailings preceding that of the ROBIN HOOD were: STAG HOUND (1,534 tons) from New York Apr. 26, 110 days; JOHN STUART (1,654 tons) from New York Apr. 27, 136 days. The clipper sailings following the clearing of the ROBIN HOOD were: WITCHCRAFT (1,310 tons) from New York May 9, 98 days; GOLDEN WEST (1,441 tons) from Philadelphia May 10, 145 days; COURSER (1,024 tons) from New York May 10, 138 days (reported 137 and also 136 days); NORTHERN LIGHT (1,021 tons) from Boston May 13, 125 days (reported 124 days).						
No. 2	Bearse	New York	Apr. 25, 1855	Sept. 1, 1855	129	129
The two clipper ship sailings preceding that of the ROBIN HOOD were: STARR KING (1,171 tons) from New York Apr. 19, 129 days (reported 124 days); KIT CARSON (997 tons) from Boston Apr. 24, 128 days. The three clipper ships following the clearing of the ROBIN HOOD were: ALBONI (917 tons) from New York May 5, 169 days (reported 165 days); GOLDEN EAGLE (1,121 tons) from New York May 10, 107 or 106 days (reported 106 days); METEOR (1,068 tons) from Boston May 12, 110 days.						
No. 3	Bearse	New York	May 20, 1856	Sept. 22, 1856	125	125
The two clipper ship sailings preceding that of the ROBIN HOOD were: JOHN ELLIOT THAYER (1,918 tons) from New York May 11, 134 days (also stated as 132 days); FLYING DUTCHMAN (1,257 tons) from New York May 18, 124 days (also stated as 125 days). The two clipper ships following the clearance of the ROBIN HOOD were: THATCHER MAGOUN (1,248 tons) from Boston May 20, 125 days (reported 121 days); ENDEAVOR (1,137 tons) from New York May 21, 128 days (also stated as 131 days).						
No. 4	Matthews	New York	Oct. 14, 1858	Feb. 11, 1859	120	119
The two clipper ship sailings preceding that of the ROBIN HOOD were: ARCHER (1,096 tons) from New York Oct. 7, 126 days; CARRIER DOVE (1,694 tons) from New York Oct. 1, 158 days (also stated as 155 days). The two clipper ships following the clearance of the ROBIN HOOD were: COMPETITOR (871 tons) from Richmond Oct. 15, 118 days; OCEAN BELLE (Captain Brown) from New York Oct. 18, 160 days. The ROBIN HOOD reached San Francisco on Feb. 11, the same day as the FLEETWING, which had cleared New York twenty-six days before her.						

(Continued on next page)

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 5	Matthews	New York	Dec. 8, 1859	Mar. 25, 1860	108	107

The three clipper ship sailings preceding that of the ROBIN HOOD were: ARCHER (1,096 tons) from New York Nov. 29, 109 days (reported 108 days); OCEAN TELEGRAPH (1,495 tons) from New York Nov. 24, 109 days; GREAT REPUBLIC (3,357 tons) from New York Nov. 23, 110 days. The two clipper ships following the clearance of the ROBIN HOOD were: SEA NYMPH (1,215 tons) from New York Dec. 19, 126 days; JOHN STUART (1,654 tons) from New York Dec. 21, 124 days (also stated as 125 days). The SIERRA NEVADA, sailing Dec. 24, and the ANDREW JACKSON, on Dec. 25, made passages of 97 and 89 days, respectively.

Of the *Robin Hood's* eleven completed voyages in the California trade, seven had return passages eastward around Cape Horn. Of these, five were direct runs from San Francisco to New York, one being made (in ballast) in the fast time of 88 days (1862). The others were passages of 107, 108, and two of 117 days—an average of 107½ days for the five. The sixth direct run from San Francisco to a North Atlantic port was a passage in 1863 of 112 days from the Golden Gate to Liverpool. The other of the total of seven eastward Cape Horn passages was made in 1860 (the return leg of her fifth California voyage) and was via Peru—47 days from San Francisco to Callao and thence to New York, in ballast, in 77 days. (Evidently, the ship could not obtain a cargo of guano with reasonable dispatch and, rather than remain idle for many months, continued back to New York.) Four of the California voyages had returns from San Francisco across the Pacific and Indian Oceans and via Cape of Good Hope home, or voyages around the world. On three of them, the *Robin Hood* loaded at China ports and on the other at Rangoon, Burma. The best sailing on her westward Cape of Good Hope passages was in the winter of 1854-1855 when completing her maiden voyage. Leaving Shanghai December 11, 1854, she was at Java Head December 31 and reached New York March 16, 1855, after a fast run of 95 days from Shanghai, 75 days from Java Head, and 43 days from the Cape of Good Hope. The last leg of her Voyage No. 2, over the same course, was made the following winter in very good time—103 days, Shanghai to New York. In 1864 the *Robin Hood* made a fast passage of 11 days from San Francisco to Honolulu; continuing, she left Rangoon October 26, 1864, and reached New York February 10, 1865, after a passage of 107 days.

In 1861 the ship made a voyage in the Australian trade and in June of that year, while making a passage of 52 days from Melbourne to Singapore, was in collision with the ship *Herbert* of Boston soon after leaving port. Evidently, the *Robin Hood* was not seriously damaged by the accident, for she continued on her passage and, considering the delay caused by the collision, made a good run.

On the return leg of the last voyage of the *Robin Hood,* the ship, with Captain Taylor in command, cleared San Francisco July 20, 1869, for Baker's Island to load guano and take it to Hampton Roads, Va., "for orders." The ship was destroyed by fire on August 20 when practically half loaded. Upon arrival of the officers and crew of the *Robin Hood* at Honolulu in December 1869, Captain Taylor brought charges against some of the seamen and had them lodged in jail, claiming that they had deliberately set the ship on fire during a time when he was ashore. The *Robin Hood* was fifteen and a half years old when she became a total loss through what was very evidently a fire of incendiary origin.

The clipper ship *Osborn Howes* was built for Howes & Crowell at the Medford, Mass., yard of Hayden & Cudworth and was launched July 27, 1854. She was described by contemporaries as "a clipper with a medium fullness of model and a moderate rig that should carry well, show good speed and be operated economically with a relatively small crew." Her first commander, Capt. Nehemiah D. Kelley, of Brewster, who was in the ship for four years (1854-1858), maintained that the vessel was "a good sailer" and had made 325 nautical miles in one day, but the records do not substantiate Captain Kelley's claim for speed. While he was master of her, the *"Howes"* made three westward Cape Horn passages to San Francisco and averaged 142 days elapsed time (clearance to entry) and 141 days reported length of passage, which was very slow time for a medium clipper. During her career of ten years as an American ship, the *Osborn Howes* did not make a single complete fast passage. Her only good sailing was on the Pacific leg of her 1858-1859 passage from Boston to San Francisco, when she encountered ideal conditions of wind and sea in the run north from 50° S. all the way to the Golden Gate. On this passage, however, her time of 136 days from port to port was

very slow. The little *Fleetwing* (896 tons) of the same owners actually beat the *"Howes"* from a point of meeting off Cape Horn to the Pacific equator, but did not get as good winds running from the line to destination and was outsailed three days over this section of the course by the *"Howes."* (The *Fleetwing,* by no means a fast ship, had an average length of passage of 134 days on her westward Cape Horn runs.) The *"Howes"* had "phenomenal luck" and ran all the way from the Pacific equator to San Francisco with a strong, favorable wind, covering the distance in a reported time of 16 days as against the *Fleetwing's* 19 days. (The record is 12 days, made by the *Comet* in February 1856.)

The *Osborn Howes* was of 1,100 tons register and was named after the senior member of the firm that owned and contracted for her construction—Howes & Crowell, of Boston. When launched, she was referred to by the owners as "our best ship, staunchly built, well designed and of a size that we have found to be well suited for the California and other ocean trades. She should make money even in these days of low freight rates." As a matter of fact, the *Osborn Howes,* like every other clipper built by Howes & Crowell and Crowell, Brooks & Company, was small for the Cape Horn run. The following table gives a comparative record of the five westward passages to California made by the *"Howes"* during her career:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Nehemiah D. Kelley	Boston	Aug. 23, 1854	Jan. 21, 1855	151	151
Light winds throughout except for 25 days rounding Cape Horn. Had royals set continuously from latitude of Valparaiso to destination. The longest passage at sea of any of the thirty-six clippers sailing from an East Coast port for California during the 140-day period July 7-Nov. 23, 1854. Only one ship took a longer time, port to port, and that was the RAVEN of 712 tons, which cleared New York Aug. 17 for Rio and later loaded for San Francisco. She was at sea, all told, only 124 days, New York to San Francisco.						
No. 2	Nehemiah D. Kelley	New York	Dec. 27, 1855	Apr. 30, 1856	125	124
Light weather throughout except for 21 days rounding the Horn. The fast ADELAIDE (1,831 tons), clearing New York the same day as the "HOWES," beat her to port by only one day, but the ADELAIDE was within 500 miles of the Golden Gate on the 110th day and was held up by calms and light airs. The full-bodied RAMBLER (1,119 tons), sailing from Boston Dec. 31, made a 142-day passage; but the nine clippers clearing East Coast ports for California during the period Dec. 1-26 inclusive made passages that averaged only 108 days (best, 97; slowest, 113 days), and the five clippers clearing during the period Jan. 1-19, 1856, made passages that averaged only 107½ days (best, 101; slowest, 113 days). Excluding the ADELAIDE, OSBORN HOWES, and RAMBLER, all the clipper ships clearing East Coast ports for California during the 50-day period Dec. 1, 1855, to Jan. 19, 1856, made passages that averaged only 107¾ days.						
No. 3	Nehemiah D. Kelley	New York	Mar. 3, 1857	July 30, 1857	149	147
Ran to Atlantic equator in 22 days. Was 25 days rounding Cape Horn. Lost an entire suit of sails while battling gales. The slowest passage to California of all of the eleven clippers that cleared East Coast ports during the months of Feb. and Mar. 1857. Three clippers arrived at San Francisco July 30, the two besides the OSBORN HOWES being the BLACK HAWK, 119 days from New York, and the JOHN LAND, 105 days from Boston.						
No. 4	Crowell	Boston	Sept. 24, 1858	Feb. 8, 1859	137	136
Ran to the Atlantic equator in 41 days. Was 80 days to 50° S. Atlantic. Had bad weather rounding the Horn, but ran up the Pacific with the FLEETWING. Beat her to port by three days after signaling her off Cape Horn and making the run from 50° S. Pacific to the Golden Gate in 40 days and from the Pacific equator to port in only 16 days.						
No. 5	Baxter	Liverpool, England	June 6, 1860	Nov. 30, 1860	177	177
Ran to the Atlantic equator in 42 days. Was 90 days to 50° S. Atlantic, 142 days to Pacific equator, and 35 days from the line to port. Had severe gales and much heavy ice off the Horn and sighted many huge icebergs. Spars were sprung, tiller broken off, many sails split, and damage done to bow and on deck. Had twelve days of gales after crossing 50° S. Pacific.						

The average length of the four westward Cape Horn passages from either Boston or New York to San Francisco was 139½ days and of all five passages from North Atlantic ports to San Francisco, 147 days.

Much has been made of the *Osborn Howes's* sailing even with the fast clipper ship *Adelaide* (1,831 tons) on the passage out to San Francisco when each ship cleared New York on December 27, 1855. Actually, the *Adelaide* made the run in one day less time than the *"Howes,"* as she was anchored in San Francisco Bay (and officially entered) on April 29, 1856, whereas the *Osborn Howes* did not arrive until the next day (April 30). The *Adelaide,* however, had run into a streak of bad

luck off the California coast and, on the 110th day of the passage, ran into calms. She required two weeks to cover less than 500 miles of the course, at an average speed of only 1½ knots, in baffling light airs and calms. This passage of the *Osborn Howes* (125 days, clearance to entry, and 124 days as reported) was the fastest made by that ship during her lifetime; but four clippers, which sailed from eight to twenty-two days after the *"Howes,"* either beat or accompanied her into port. The following table gives a record of all the clipper ship arrivals at San Francisco during the four-day period April 28-May 1, 1856, which would seem to refute the claim made by Captain Kelley that "the *Howes* made a good run out . . . and beat the big *Adelaide.*"

Name of Clipper and Tonnage	Captain	Year Built	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
DAVID BROWN; 1,715	Bradbury (or Bradley)	1853	New York	Jan. 15, 1856	Apr. 28 (also stated Jan. 16 and 103 days)	104	103
WILD HUNTER; 1,081	Sears	1855	Boston	Jan. 5, 1856 (cleared)	Apr. 29	115	112
AURORA; 1,396	Clough	1853	New York	Jan. 7, 1856	Apr. 29	113	112
PHANTOM; 1,174	Peterson	1852	New York	Jan. 18, 1856	Apr. 29	102	101 (also reported 102 days 9 hours)
ADELAIDE; 1,831	Wakeman	1854	New York	Dec. 27, 1855	Apr. 29	124	124 (also 123)
OSBORN HOWES; 1,100	Kelley	1854	New York	Dec. 27, 1855	Apr. 30	125	124
GOLDEN CITY; 810	Avery	1852	New York	Jan. 7, 1856 (cleared)	May 1	115	113

There were four clipper ship arrivals at San Francisco on April 29, 1856 (average reported length of passage, 112 days), and one on each of the days April 28, April 30, and May 1. The average length of passage of the seven ships reaching San Francisco during the four-day period was 112½ days, or 11½ days less than the reported length of passage of the *Osborn Howes.* The handicap of size does not account for the difference, for the little *Golden City* of 810 tons (290 tons smaller than the *"Howes"*) beat the Howes & Crowell clipper by eleven days, and the *Wild Hunter,* which was of 19 tons less register than the *"Howes,"* beat her by twelve days.

After completing her five voyages (four had return passages eastward around the Horn and one, No. 4, continued westward around the world via Calcutta and Liverpool), the *Osborn Howes* made a round voyage in the transatlantic trade between New York and Havre. On March 6, 1862, she commenced her Voyage No. 7, which was around the world sailing eastward and consisted of a long, tiresome passage of 142 days from New York to Shanghai, thence to Manila in ballast, and a run of 55 days from Manila to San Francisco, where she arrived March 9, 1863. The following table gives a synopsis of the six passages of the *Osborn Howes* eastbound from San Francisco:

Voyage No. 1 (eastward Cape Horn Passage No. 1): From San Francisco to Callao. Loaded Peruvian guano for Baltimore, where she arrived Sept. 12, 1855, 105 days from Callao via Hampton Roads, Va.

Voyage No. 2 (eastward Cape Horn Passage No. 2): From San Francisco to Callao. Loaded guano and made a passage thence to Hampton Roads in 71 days.

Voyage No. 3 (eastward Cape Horn Passage No. 3): From San Francisco to Callao for guano. Not getting a cargo, she proceeded in ballast to Boston (a passage of 86 days, Callao to Boston).

Voyage No. 5 (eastward Cape Horn Passage No. 4): From San Francisco to McKean's Island for guano; thence to New London, Conn. Was in trouble off Cape Horn. Leaking badly, the ship put into Rio de Janeiro in distress; 275 tons of the cargo were either jettisoned at sea or discharged in Rio, so repairs could be made and the ship proceed to the United States.

Voyage No. 7 (eastward Cape Horn Passage No. 5): From San Francisco to Liverpool with grain (Captain Cottrell in command).

Voyage No. 8 commenced with an outward passage from New York to India. The *Osborn Howes* was sold at Calcutta in June 1864 for a reported price of 84,000 rupees (about $30,000, or $28 per ton on the basis of United States old measurement). The ship was ten years old when she

went under the British flag. Bearing the same name, she appeared in registers up to 1870. The final chapters in her history are not known.

The *Rival* of 983½ tons was the fifth and last clipper ship built for Howes & Crowell, of Boston, and the eighth vessel of this type that the firm owned. She was constructed in 1855 by Hayden & Cudworth, Medford, Mass., and was described as "a medium clipper of good carrying capacity which should prove fast, not cost much to run and make money for her owners." The *Rival* made only one westward Cape Horn passage to California during the clipper ship decade and this on her maiden voyage under the command of Capt. Eben Sears. Leaving Boston in company with the *Southern Cross* of 938 tons (a slightly smaller ship), whose master was Capt. Thomas Prince Howes, the *Rival* was very definitely outsailed by the Baker & Morrill clipper, which reached San Francisco twenty-three days ahead of her. A comparative record of the sailing performances of all the five clipper ships that cleared East Coast United States ports for California during the seventeen-day period October 30-November 15, 1855, is presented herewith:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1856	Length of Passage in Days	
			Port	Date 1855		Elapsed Time	As Reported
WILD DUCK; 1853; 860	Ellery	George Raynes, Portsmouth, N.H.	New York	Oct. 30	Mar. 9	131	131
RIVAL; 1855; 983	Sears	Hayden & Cudworth, Medford, Mass.	Boston	Nov. 8	Mar. 31	144	143
SOUTHERN CROSS; 1851; 938	Howes	E. & H. O. Briggs, Boston	Boston	Nov. 8	Mar. 8	121	120
OCEAN EXPRESS; 1854; 1,697	Cunningham	J. O. Curtis, Medford, Mass.	New York	Nov. 13	Mar. 27	135	133
GOLDEN RACER; 1852; 837	Wilson	J. C. C. Morton, Thomaston, Maine	New York	Nov. 15 (cleared)	Mar. 13	119	117

The *Rival* sailed from Rangoon, Burma, March 27, 1872, for Falmouth, England, "for orders" and "went missing." The ship was seventeen years old when she disappeared and was lost with all hands.

Among the fuller-modeled and post-clipper ships—generally classed as "Down Easters"—built by Howes & Crowell were the *Ringleader* of 1,145 tons and the *Comet* of 1,083 tons, launched at Pierce & McMichael's yard, Chelsea, Mass., in 1868 and 1869, respectively. These ships were named after famous fast clippers. The ships *Garibaldi* of 1,336 tons and *Helicon* of 1,274 tons, built by Maxson, Fish & Company, Mystic, Conn., in 1860 and 1868, respectively, for Calvin Adams, New York, were subsequently purchased and operated by Howes & Crowell. The *Garibaldi* was one of the prominent members of the early California grain fleet. The ship *Importer* of 1,216 tons, launched in 1870 by John Currier, Jr., at Newburyport, Mass., for Sumner, Swasey & Currier, of Newburyport, was purchased in 1874 by Howes & Crowell. The *Carrollton* of 1,450 tons, built in 1872 at Bath, Maine, was owned at one time by Howes & Crowell. She was sold by that firm about 1887 at San Francisco. The ship *Glendon* of 1,897 tons, launched by Capt. N. L. Thompson from his Kennebunk, Maine, yard in January 1880, was bought by Howes & Crowell at San Francisco after the ship had completed her maiden Cape Horn passage to California.

Howes & Company et al., of Boston, were the registered owners of the big extreme clipper *Lightfoot* of 1,996 tons, built during the spring and summer of 1853 by Jackson & Ewell at East Boston, Mass. Later, she was reported as owned in New York—presumably by Howes & Company. The life of the ship was extremely short, as she was wrecked near Saugor, India, June 1855, when only two years old.

The *Lightfoot,* when launched, was the sixth largest merchant sailing ship afloat, being exceeded in tonnage by only five ships as follows: *Sovereign of the Seas* (2,421 tons), built in 1852 by Donald McKay, East Boston; *Empress of the Seas* (2,197 tons) and *Chariot of Fame* (2,050 tons), built in 1853 by Donald McKay; *Trade Wind* (2,045 tons), built in 1851 by Jacob Bell, New York; and *Challenge* (2,006 tons), built in 1851 by W. H. Webb, New York. The *Lightfoot* is said to have

been built "from a model furnished by Pook," and this is probably true, as the ship was described as "beautiful, light and graceful." Contemporary marine experts proclaimed her to be "an exceedingly fast ship that needs only an opportunity to show the high speed of which she is capable." It is said that her builders constructed, rigged, fitted and equipped the ship well and that she cost her owners $140,000, or about $70 per ton (old measurement), which was a good price.

The *Lightfoot* was of a good size and was well modeled (considering that she was an "extreme" clipper) for the California trade. On her maiden voyage, with Capt. Sumner Pierce in command, the *Lightfoot* sailed from New York December 2, 1853, for San Francisco, where she arrived March 25, 1854, after a very fine passage of 113 days, considering the sailing conditions encountered. She was 22 days rounding the Horn in alternate calms and storms, with heavy head winds. She lost a spar, some canvas, and a man and "had to tack more than 75 times off Cape Horn." The ship was 500 miles from her destination on the 105th day, when she ran into calms and light, baffling airs. She required eight days to complete the passage, and her speed during this part of the run averaged only 2½ knots. When 101 days out, the *Lightfoot* was within 1,050 miles of the Golden Gate and, because of the lack of wind, averaged only 87½ miles per day and a little over 3½ knots for the last twelve days of the run. From New York to the Atlantic equator, the time made was 24 days with generally light winds, the best day's run being 288 miles (12 knots). She was 22 days from the line to 50° S. Atlantic, covering 304 miles in one day (12.7 knots). Running north from 50° S. Pacific to the equator, she was 25 days with only favorable, strong winds during the first few days (she made 300 miles in one day). From 40° to 33° S., the ship had to beat against the wind and from there to the Pacific equator experienced nothing but light and baffling winds. She crossed the line when 93 days out and during the following eight days covered 1,636 miles—an average of 204½ miles per day (about 8½ knots). "With fair luck in the rounding of the Horn and in the North Pacific," it was said, "the *Lightfoot* would have made the run from New York to San Francisco in about 95 days or less." As it was, the ship made by far the best passage of any of the eight clippers that cleared East Coast ports for California during the twenty-day period November 23-December 12, 1853, inclusive. The comparative record of the sailing performances of all the clipper ships clearing for San Francisco in the period mentioned is stated herewith:

Name of Clipper, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1854	Length of Passage in Days	
			Port	Date 1853		Elapsed Time	As Reported
SYREN; 1851; 1,064	Allen	John Taylor, Medford, Mass.	New York	Nov. 16	Mar. 30	134	131
DON QUIXOTE; 1853; 1,429	Nott	Samuel Lapham, Medford, Mass.	Boston (maiden voyage)	Nov. 22	Mar. 28	126	126
DASHING WAVE; 1853; 1,180	Fisk	Fernald & Pettigrew, Portsmouth, N.H.	Philadelphia (maiden voyage; at Valparaiso one day)	Nov. 26	Mar. 28	122	118 days claimed net at sea
CORINGA; 1851; 777	Bates	Jotham Stetson, Medford, Mass.	New York	Nov. 30	May 4	155	150
TELEGRAPH; 1851; 1,069	Harlow	J. O. Curtis, Medford, Mass.	Boston (also recorded Dec. 2 and put into Valparaiso for repairs)	Dec. 1	Apr. 16 135 days;	136	119 days claimed net at sea
LIGHTFOOT; 1853; 1,996	Pierce	Jackson & Ewell, East Boston	New York	Nov. 30 (cleared; sailed Dec. 2; maiden voyage)	Mar. 25	115	113 (also stated 114)
AURORA; 1853; 1,396	Brown	John Taylor, Chelsea, Mass.	Boston (maiden voyage; put into Rio en route)	Dec. 3	Apr. 10	128	126 (125 at sea)
GOLDEN FLEECE (I); 1852; 968	Freeman	Paul Curtis, Boston	New York	Dec. 4	Apr. 10	127	127 (also recorded 128 days)

Continuing her maiden voyage and sailing westward, the *Lightfoot* went from San Francisco to Honolulu in 12 days and reached Hong Kong in 28 days from Honolulu, or in 40 sailing days from

San Francisco. The ship sailed in the Britain-China tea trade from Whampoa August 7, 1854, beat down the China Sea to Anjer, and, clearing Java Head September 15, was off the Cape of Good Hope on October 12 after a run of only 26½ days across the Indian Ocean. This is credited as being one of the very best, if not the fastest, all-time passages over that course at that time of the year (September-October). The *Lightfoot* was off North Foreland December 2, 78 days from Java Head and 51 days from the Cape of Good Hope. She reached Gravesend on the Thames (London) and anchored there on December 5, 1854, after a passage from Whampoa of 120 days—117 days to North Foreland. The Boston clipper ship *Eagle Wing* of 1,174 tons (Capt. Eben H. Linnell) left Foo Choo Foo, according to British records, on July 31 (i.e., seven days before the *Lightfoot*) and reached North Foreland two days after the *Lightfoot* had been reported, although this passage has been reported as "113 days from Foo Chow to London." The *Lightfoot* completed her first voyage (around the world) from Boston to London, England, via San Francisco, Honolulu, and Hong Kong in 273 days under canvas. In London the ship was chartered to make a voyage to Calcutta, and she was wrecked near the mouth of the Hooghly River on June 29, 1855.

A clipper ship named *Gravina* of 818 tons (length 165 ft., beam 33 ft., depth 18 ft.) was built in 1853 by Isaac C. Smith, Hoboken, N.J., for Howes & Company, New York. She was of suitable size for the China trade. According to British records, she sailed from Foo Choo Foo on June 23, 1854, loaded with tea for England and reached the Downs on October 23 after a passage of 122 days. She docked at her discharging berth in London two days later.

The firm of George Howes & Company, of New York (and later of New York and San Francisco), was the owner at sometime or other of the following well-known clipper ships, which were acquired by purchase during a period ranging from the mid-sixties to 1876. All of these clipper ships are described elsewhere, with a record of their sailing performances, etc.

Nightingale of 1,066 tons, built in 1851 by Samuel Hanscomb, Jr., at Portsmouth, N.H. Original owner, builder; then Sampson & Tappan. Tonnage new measurement (1865), 722 tons; later reduced to 657 tons. Bought by George Howes at San Francisco in 1876 for $11,500. Sent to New York with oil and sold there for $15,000 to the Norwegians.

Young America of 1,961 tons, built in 1853 by William H. Webb, New York. Original owner, George B. Daniels. Tonnage new measurement (1865), 1,439 tons; later reduced to 1,380 tons. Bought in 1870 by George Howes & Co., of New York and San Francisco; ownership held until 1880.

David Crockett of 1,679 tons, built in 1853 by George Greenman & Co., at Mystic, Conn. Original owner, Handy & Everett. Tonnage new measurement (1865), 1,547 tons. Owned for many years by Lawrence Giles & Co., New York. Subsequently sold to George Howes & Co., which held ownership in her until 1880.

Derby of 1,062 tons, built in 1855 by John Taylor, Chelsea, Mass. Original owner, Pickman, Silsbee, et al. Tonnage new measurement (1865), 1,094 tons; later (1885), 1,085 tons. Purchased at San Francisco in 1865 by George Howes & Co. for $30,000. Sold to Germans in 1876; later acquired by Norwegians.

Black Hawk (II) of 1,175 tons, built in 1856-1857 by William H. Webb, New York. Original owner, Bucklin & Crane. Tonnage new measurement (1865), 1,059 tons. Bought in mid-sixties by George Howes & Co., which held ownership in her until 1880.

George Howes & Company, in addition to buying and operating old clipper ships, acquired several fuller-bodied and post-clipper ships from other owners, such as the *Valparaiso* of 1,158 tons (launched June 1863), bought in 1865, and the fast half clipper *Seminole* of 1,439 tons (built in 1865). In late October 1877, the Howes brothers, who were still operating under the firm name of George Howes & Company, bought a sizable Down Easter that had just been launched by John Currier, Jr., at Newburyport, Mass. She was named *Jabez Howes* in honor of their father, who had been well known as a competent old-time transatlantic packet ship commander. The *Jabez Howes* was of 1,581 tons register, a good carrier, and rated as "one of the best and fastest Down Easters built outside the city of Bath, Maine."

In the summer of 1880, the firm of George Howes & Company suspended operations after nearly thirty years in business. The Howes fleet of square-riggers was taken over by John Rosenfeld, of San Francisco. At the time of the transfer, the Howes Company still owned such famous old clippers as the *Young America, David Crockett,* and *Black Hawk (II);* also the ship *Valparaiso* and the relatively modern Down Easter *Jabez Howes,* which vessel was kept in the Cape Horn trade by her new owner until 1899.

William F. Weld & Company, Boston, Massachusetts

The founder of William F. Weld & Company, of Boston, was William Fletcher Weld (born in 1800), the oldest son of Capt. William Gordon Weld. Captain Weld owned and commanded his vessels, among which was the ship *Jason* in 1802. He was born at Dedham, Mass., in 1775. During the War of 1812, he set out in his own ships as before, and in 1812 the British frigate *Spartan* captured his vessel, crew, and valuable cargo near Boston Harbor. Captain Weld was allowed to escape by the British commander and was put ashore in a small boat, but the ship and cargo were confiscated. The firm of William F. Weld & Company was established in 1832 by William Fletcher Weld in partnership with Richard Baker, Jr. It was a prominent shipowning and operating house around mid-century, during the clipper ship era, the Civil War, and the post-war period. It continued to own and manage one of the largest fleets of American sailing ships until the death of Richard Baker, Jr., in 1875. Following a year or two of depressed business and threatened dissolution of the company, during which many of the firm's ships were sold, the assets were divided between the Weld and Baker estates. The house of Weld & Company continued in business until March of 1897 and, therefore, was active for sixty-five years, but after the early seventies it was a mere shadow of its former self. The Weld house flag, with its leaping black horse, was kept flying from lofty ships for some forty years, and it was not hauled down for the last time until the *Great Admiral* was sold in 1897 for service on the Pacific. For more than a quarter of a century, the firm of William F. Weld & Company owned a very large number of sizable square-rigged deep-sea sailing ships, but whether the fleet was, as claimed by Massachusetts historians, "the largest belonging to any firm in America" in the fifties, sixties, and up to the mid-seventies, is questionable. However, the dark green hulls (called "tea color") and the flag with the black horse made the Weld ships conspicuous in port, and they became well known abroad.

William F. Weld & Company owned at sometime or other twelve ships that can be classified as clippers, although the last one of this dozen to be built—the *Belvedere* of 1,321½ tons, launched in 1857—is not accepted by many authorities as a clipper in any sense of the word. The length of her passages would suggest that she was more of a "Down Easter" (and "not a very smart one, at that") than a clipper. Of the other eleven reputed clippers, only one (the *Fearless* of 1,184 tons, designed by Samuel H. Pook), was designated as an extreme clipper. Another, the relatively small *Competitor* of 871 tons, was classed merely as a "clipper" (i.e., midway between an "extreme" and a "medium" clipper). All the other nine Weld clippers were designated as "medium" clippers. It is evident that the Weld partners were not materially influenced by the speed craze associated with the California and Australia gold rushes or even by the competitive conditions in the Britain-China tea trade. They had no use for the type of big, sharp-modeled ships advocated by Donald McKay and boosted by the Boston propaganda machine, but remained "Down East" New England in their ideas of building ships to carry freight as well as to be fast. Of the twelve clippers or reputed clippers owned by William F. Weld & Company, the first one, the *Golden Fleece (I)*, launched July 2, 1852, was wrecked April 22, 1854. Another and larger ship of the same name was built by the firm, and she was launched November 20, 1855. Of the other ten reputed clippers, three were built for other owners and were bought by Weld & Company in the years 1855, 1865, and 1868, respectively. The *Competitor* of 871 tons, built to its order at Medford in 1853, was sold ten years later; the *Beverly* of 676 tons, built in 1852, also at Medford, was sold in 1868; and the other five ships, built during the years 1853-1857, were retained by William F. Weld & Company or the successor firms until 1872-1881. The following list gives the particulars of the twelve clipper ships or reputed clippers owned at any time by William F. Weld & Company, of Boston:

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
BEVERLY	1852 (Apr. 19)	Paul Curtis, Medford, Mass.	676	151- 6	31- 1	21- 9

Built for Israel Whitney and William Perkins, Boston. Changed hands several times. Bought by W. F. Weld & Co. Feb. 1868 and resold Sept. 1872 to Nova Scotia. Disappeared from registry in 1874.

(Continued on next page)

Name of Clipper	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
GOLDEN FLEECE (I)	1852 (July 2)	Paul Curtis, Boston	968	173	35	21
Wrecked outside Golden Gate when leaving San Francisco for Manila Apr. 22, 1854. Sold for $3,180 "as she lay." Was only twenty-one and two-thirds months old when lost.						
PEERLESS	1852 (Nov.)	A. & G. T. Sampson, East Boston	1,100	186	36- 5	22
Practically nothing known of this ship other than a record of a slow maiden passage of 213 days (elapsed time), Boston (Dec. 19, 1852) to San Francisco (July 20, 1853), with a stop at Valparaiso for repairs. Likely to be confused with the 633-ton ship of the same name built about the same time at Richmond, Maine, for Massachusetts owners.						
COMPETITOR	1853 (Feb.)	James O. Curtis, Medford, Mass.	871	169	33- 5	20- 2
Sold in fall of 1863 for $31,100 to Germans and became ship LORELY of Hanover. Resold to British and again named COMPETITOR. In Dec. 1873 acquired by Germans and subsequently owned by Danes, Swedes, and Finns. In 1901 was the bark EDWARD of Finland.						
FEARLESS	1853 (July 28)	A. & G. T. Sampson, East Boston	1,184	191	36- 5	22
Sold July 28, 1875, to George Leary for $18,000. Resold at Hamburg Oct. 1878 for Norwegian account for $6,500; renamed JOHANNE and re-rigged as a bark. Was in service at Halifax, N.S., in June 1885.						
GEORGE PEABODY	1853	J. O. Curtis, Medford, Mass.	1,397	195	39	27
But little is known of this ship during her career of twenty-eight years. She was condemned at Valparaiso in 1881.						
REPORTER	1853 (Sept. 3)	Paul Curtis, Boston	1,474	207- 5 (deck)	39	24- 6
Built for David Snow et al., Boston. Bought by W. F. Weld & Co. in Nov. 1855 for $76,000. Lost off Cape Horn Aug. 1862.						
GALATEA	1854 (Mar. 16)	Joseph Magoun, Charlestown, Mass.	1,041	182	36- 6	23
Sold Dec. 24, 1875, for $18,000. Resold July 1882 to Norwegians for transatlantic trade. Disappeared from registry in 1887.						
GOLDEN FLEECE (II)	1855 (Nov. 20)	Paul Curtis, East Boston	1,535	210	37- 9	25
Generally similar to REPORTER. Sold 1872 to Thayer & Lincoln, Boston. Grounded off River Plate Nov. 19, 1877; put into Montevideo and condemned.						
ORPHEUS	1856 (Mar. 1)	Rice & Mitchell, Chelsea, Mass.	1,272	191	38	23
Sold to C. L. Taylor & Co., San Francisco, in early seventies. On Nov. 4, 1875, was in collision with steamer PACIFIC out from Victoria, B.C. The steamer sank, and the ORPHEUS went ashore and was lost Nov. 6.						
ASA ELDRIDGE	1856 (Nov.)	E. & H. O. Briggs, South Boston	1,324	192	38-10	25
Built for Henry S. Hallet, Boston. Sold in 1865 to W. F. Weld & Co. and resold in Jan. 1873. Became British ship NORFOLK of Liverpool. Was still in service in 1880.						
BELVEDERE	1857 (early)	Paul Curtis, East Boston	1,321½	189	38	24- 3
Sold Apr. 1875 to Vernon H. Brown & Co. and Capt. N. Kirby for $40,000. Resold 1877 to Pacific Coast S.S. Co., San Francisco, and put in coastwise coal trade. Wrecked Nov. 29, 1886.						

Another ship owned by William F. Weld & Company, built in 1854, is probably just as much entitled to inclusion in the list as the *Belvedere*. This was the *Enoch Train* of 1,787 tons, built by Paul Curtis at East Boston in 1854 for Isaac Rich & Company, Boston. Very early in her career, she was acquired by the Weld firm, which maintained ownership of the vessel until 1873, when she was sold to the British. Paul Curtis, the builder of the *Enoch Train,* was also the builder of the *Beverly,* the two *Golden Fleeces,* the *Reporter,* and the *Belvedere.* The *Enoch Train* was a consistent money-maker from the first, and although she made increasingly slow passages as the years advanced, she was a profitable ship to operate until the early seventies, when she had evidently deteriorated through lack of care. Weld & Company decided to sell her rather than go to the expense of rebuilding the eighteen-year-old wood hull. The sailing record of the *Enoch Train* is not a brilliant one, but until she foundered in the North Atlantic in February 1883 (when twenty-nine years old), she had an eventful career. In her early years, she was a sort of running mate to

the *Belvedere,* and each made relatively slow passages. As the *"Train"* grew older, she was evidently not kept in first-class physical condition as was the *Great Admiral,* "the pride of the Weld fleet," and she became notorious for "poor voyages." In 1863 (when only nine years old), the *"Train,"* on a passage from Liverpool to San Francisco, leaked so badly that she had to be put into Rio de Janeiro for repairs. In 1867 she sailed from Philadelphia for the Pacific via Cape Horn, but put into Norfolk, Va., leaking and in such poor physical condition that the ship's officers as well as the crew deserted the ship and refused to continue the voyage. The subsequent passage to San Francisco took 167 days, with a slow eastbound return to Liverpool of 143 days. After crossing the Atlantic, the *Enoch Train* then loaded at New York for San Francisco and made a historic and record passage "in reverse," which occupied 476 days, port to port. On this momentous voyage, the ship, badly battered, sprang a leak off Cape Horn and put back to Rio de Janeiro for repairs. Resuming her passage, she again got into trouble and put back once more to the same port, where she was laid up four months while being conditioned for sea. In addition to the owners' loss of time of eleven to twelve months due to this disastrous voyage, the underwriters suffered a loss of over $80,000.

The last voyage of the *Enoch Train* as an American ship was in the China and East India trade and proved to be a calamitous one. Leaving Liverpool in June 1872 for Hong Kong, the ship was badly battered and dismasted in October during a typhoon off the China coast. Distress signals were ignored by a passing steamer. With her cargo shifted and a bad list, her bulwarks stove in, boats washed away, and much water taken aboard, she finally drifted onto an anchorage ground off a small island, where a Chinese gunboat found her and, being unable through lack of power to help her, sent a steamer from Hong Kong to her rescue. Fortunately, the *"Train's"* anchors held when the ship experienced another typhoon, but she took much punishment from wind and sea. After being towed to Hong Hong, she remained at that port three months while undergoing repairs, following which she went to Manila and loaded for New York. Upon arrival home, she was sold by William F. Weld & Company to Henderson Bros., of Liverpool, for the small sum of $10,000. Under British ownership, the *Enoch Train* was used in transatlantic trade for carrying packaged or barreled oil. In 1877 she was acquired by Glasgow owners. On her last voyage, she sailed from New York January 21, 1883, for Bremen with a cargo of oil. The ship, which had a slight leak when she left port, encountered heavy gales, and she made water badly. On February 8, with twelve feet of water in her hold, the pumping gear gave out. Her boats were stove in, and the deck gear was smashed. A passing brig took off the ship's crew and landed the men later at Plymouth. Throughout her career, the *Enoch Train* sailed under her original name. It was later said that while she was registered as a British ship, she was in fact owned by Boston, Mass., parties.

The *Enoch Train* is of particular historic interest because of the fact that she was a full-bodied, conservatively sparred ship that was built not only during the clipper ship decade but also at the identical time that shipyards were turning out big, sharp-modeled, heavily canvased extreme clippers and in the year (1854) when 71 clipper ships were built in the United States and 110 clipper ships cleared East Coast United States ports on the westward Cape Horn passage to California. The *Enoch Train,* because she was a relatively big carrier for her footage and tonnage, could be operated cheaply and with a small crew as compared with both the extreme and so-called medium clippers. Therefore, she was continued in service and operated steadily when the ships of sharper model and longer spars were driven from the trade. Although quite slow and in her later years somewhat neglected and decidedly unfortunate, the *Enoch Train* outlived, in the Cape Horn trade and severe deep-sea work, any of the clipper ships built in 1854. She can be considered as a pioneer, sizable "Down Easter." It should be borne in mind, however, that the later-built and real Down Easters, such as the *Henry B. Hyde* of 2,580 tons and the *A. G. Ropes* of 2,342 tons, launched in 1884 at Bath, Maine, were quite different from the *Enoch Train* and vastly superior as products of naval architecture. These perfected Down Easters carried relatively much more cargo and this at a very much higher rate of speed, with correspondingly shorter passages. The sailing performances of the *"Hyde"* and *"Ropes"* in the Cape Horn service actually averaged higher than those of most of the clipper ships that occasionally, some thirty years before, had been making wonderful speed records while they wore themselves out and virtually impoverished their owners. (These crack Down Easters had a lifetime average of only 120 and 124 days, respectively, on their westward Cape Horn passages. The *"Hyde"* made the run out in 105 days and the *"Ropes"* in 104 days. Eastbound,

loaded, they made the run from San Francisco to New York in only 88 and 94 days for the *"Hyde"* and 93 days for the *"Ropes."*)

William F. Weld & Company built its last clipper ship, the *Orpheus* (1,272 tons), in 1856 (she was laid down in October 1855 and launched March 1, 1856), but the last clipper ship that the firm acquired was the *Asa Eldridge* (1,324 tons), which was purchased in 1865 from Henry S. Hallet, of Boston. Both the *Orpheus* and *Asa Eldridge* were relatively good carriers, although they were classed as medium clippers. In the sixties and seventies, the Weld Company built several ships of the half-clipper, or "a fuller model and less canvased," type. Some of these vessels, such as the *Great Admiral,* gained a splendid reputation for speed, appearance, and profitable operation. It is said that "all Weld ships made money as long as they were owned and operated by the firm" (prior to the death of Richard Baker, Jr., and the split-up of the old company).

The following list gives the outstanding Weld sailing ships that were not classed by the builders, owners, contemporary authorities (or, later, by qualified marine historians) as clipper ships—either extreme or medium. All were owned by William F. Weld & Company and built or acquired by the firm during the fifties, sixties, and early seventies.

Name of Ship	Built (launched)	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
ENOCH TRAIN	1854	Paul Curtis, East Boston	1,787	209	45- 6	26
Built for Isaac Rich & Co., Boston, and soon purchased by W. F. Weld & Co., which owned her until 1873, when she went under British flag. Abandoned at sea in Feb. 1883 on voyage from New York to Bremen.						
VOLUNTEER	1863 (Sept.)	E. & H. O. Briggs, South Boston	1,041	184	36	22
Sold in 1874 to Geyer & Wilkins for $43,750 and went under German flag as the BALTIMORE of Bremen. Foundered at sea in Feb. 1897 on voyage from London to New York.						
CALIFORNIA	1864	Samuel Hall, East Boston	1,413	194	38	24
Sold to Amsterdam parties at Antwerp for £6,150 in 1875. Resold to Germans a few years later and was renamed HERMANN. Was engaged in the transatlantic oil trade until about 1890.						
SONORA	1868 (Aug.)	Robert E. Jackson, East Boston	1,535	212	39	25
Owned by W. F. Weld & Co. until death of Richard Baker, Jr., in 1875, when she was taken over by the Baker estate. Lost in collision with a Spanish steamer off Holyhead, England, Aug. 31, 1876.						
GREAT ADMIRAL	1869 (Apr. 10)	Robert E. Jackson, East Boston	1,497	215- 6	40- 2	25- 6
Sold by Weld & Co. in Mar. 1897 to Capt. E. R. Sterling for $12,500 for use in the Pacific coal and lumber trade. Lost at sea in Dec. 1906, when nearly thirty-eight years old.						
LIGHTNING	1871-1872	Robert E. Jackson, East Boston, Mass., and St. John, N.B.	1,576	221- 7	40- 3	26
Although owned by Weld & Co., the ship was operated for about twelve years under the British flag, with London as hailing port. In 1883, sold to Theodore Ruger & Co., in Europe, and operated in transatlantic barrel oil trade. Sunk by collision in English Channel in Nov. 1888, with loss of thirteen men.						
SEA WITCH	1872 (July)	Robert E. Jackson, East Boston	1,233	197	37- 8	24- 2
Owned by W. F. Weld & Co. until death of Richard Baker, Jr., in 1875, when she was acquired by the Baker estate. Later bought by Edward Lawrence, Jr., et al., Boston, who sold her in 1901 to the North Alaska Salmon Co. Lost Dec. 1906 off Cape Flattery.						
NORTHERN LIGHT	1872 (Dec.)	George Thomas, Quincy, Mass.	1,795	219- 7	43	28
Sold 1875 to W. H. Kinsman & Co., Boston, for $95,000 and resold in Aug. 1885 to go under Norwegian flag as MATHILDA. Operated in transatlantic oil and lumber trade under foreign flags until 1906. End unknown.						

The W. F. Weld & Co. fleet of wood sailing ships also included such vessels as the ANAHUAC (1,285 tons, built at East Boston in 1867); FRANKLIN (1,037 tons, built at East Boston in 1859); and SACRAMENTO (1,418 tons, built at Boston in 1865).

The little ship *Beverly* of 676 tons was the first clipper to be built that was owned at any time by the Welds, and they did not acquire her until February 1868, at which time she was nearly sixteen years old and her best sailing days were behind her. On her maiden voyage in 1852, under

Capt. Perry Jenkins, this ship, which was too small for the Cape Horn run, made a passage from Boston (May 10) to San Francisco (October 1) in the slow time of 144 days, but this was eleven days faster than the run of the much larger clipper *Antelope* of 1,186 tons (Capt. Robert Shinn), which sailed (from New York) two days before her. Continuing around the world, the *Beverly* crossed the Pacific to Shanghai in 46 days and made a good run home in 100 days. In 1855 the ship went out to Melbourne from Boston in 83 days and, on the last leg of the return, sailed from Calcutta to Boston in only 83 days. She arrived at Boston January 4, 1856, after completing the second fastest passage on record between the ports. She was beaten only by the *Witch of the Wave* of 1,498 tons, which made the run in 1853 in 81 days (April 13-July 3). In 1857 the *Beverly* made an all-time record passage from Boston to Calcutta, leaving Boston Light at 7:00 P.M., August 30, and taking pilot off Sand Heads at 11:30 A.M., November 23, after a run of 85 days 16½ hours. From Calcutta, the *Beverly* went to San Francisco, arriving there September 4, 1858, in 80 days via Singapore, within one day of the record. The ship then went to Puget Sound, where she loaded lumber, and, with Captain Chase in charge, ran to Valparaiso in 52 days. In 1864 the *Beverly* was chased by the Confederate raider *Florida,* but she escaped capture because of her speed, the adroitness of her command, and approaching darkness. After this experience, the ship was reported sold, with her name changed to *Alexander* of Batavia, although Boston parties are said to have been the real owners. In 1867 she was known as the *Argonaut* of Port Louis, Mauritius. The following year she was acquired by William F. Weld & Company, which owned and operated her for about three and a half years. In 1872, when she was twenty and a half years old, she was sold to L. E. Baker, of Yarmouth, Nova Scotia.

The first *Golden Fleece* (of 968 tons) was the first clipper ship built for the Weld Company, although the owners were registered as W. F. Weld and Richard Baker, Jr., the principal members of the firm of W. F. Weld & Company. The ship evidently lacked in initial stability, for she careened badly while being rigged and, it was reported, "capsized." Evidently, this report was an error, for we are told that "the vessel was righted without sustaining any material damage."

The *Golden Fleece* made two westward Cape Horn passages under Captain Freeman, each in slow time considering sailing conditions. The first (August 16, 1852-January 4, 1853) was a tedious run of 140 days. The seven other clipper ships sailing within a period of ten days before and ten days after her made passages of 113, 119, 126, 108, 132, 120, and 126 days, respectively. The second Cape Horn passage (December 4, 1853-April 10, 1854) was a run of 127 days (also stated 128 days) and was twenty-eight and thirty-one days, respectively, longer than the passages of the *David Brown* and *Romance of the Seas,* which sailed nine and twelve days after her. The *Golden Fleece* reached the Golden Gate in company with the *Polynesia,* which was completing a passage of 104 days, or twenty-four days better than that of the *"Fleece."* While proceeding to sea from San Francisco, bound for Manila, on April 21, 1854, the *Golden Fleece* drifted broadside on the rocks just outside the Golden Gate, was badly bilged, and became a total wreck. The pilot in charge of the ship claimed that the loss was caused by "letting go the lee main braces before the order was given."

Eighteen months after the first *Golden Fleece* was wrecked, a second ship of the same name, built by the same builder for the same owners, was launched (November 20, 1855) at East Boston. Although the names of these ships are suggestive of the Australian trade, they were used entirely in the California Cape Horn service. The *Golden Fleece II* was evidently a well-built ship. In 1876, when she was twenty-one years old, a survey showed her timbers to be "perfectly sound." It was also asserted that the vessel was "the finest production" of her builder—Paul Curtis. The deadweight carrying capacity of the *Golden Fleece II* was reported as 2,000 tons, but these were short tons of 2,000 lbs., or the equivalent of about 1,800 long tons and about 1.17 times the ship's registered tonnage. In the early fifties, Weld & Company impressed upon the builders of its ships that "the ability to carry paying cargoes must not be sacrificed in the interest of speed, which may or may not be realized, depending upon wind and weather—and plain luck." The second *"Fleece"* had a flat floor, with only 14 in. deadrise. However, she was given an unusually big tumble home, or "swell of sides," of 12 in.; the sheer was 4 ft.

The *Golden Fleece II* made fifteen westward Cape Horn California passages during the period 1856-1876 (three from Boston and twelve from New York). Ignoring the 1873 run, when she had to put back from the Straits of Le Maire to Rio de Janeiro for repairs, the ship averaged 123⅓

days on her other fourteen passages to San Francisco. Her three runs from Boston were made in 113, 112, and 126 days, respectively—an average of 117 days. Her eleven direct passages from New York averaged a fraction over 125 days, her fastest runs being 111 days in 1870, 116 days in 1874, and 118 days in 1859, and her slowest runs were 143 days and two passages of 130 days. The ship's fastest sailing to certain sections of the course was as follows:

From departure	to	Atlantic equator.....	21 days (twice)
"	"	" 50° S. Atlantic.....	51 "
"	"	" 50° S. Pacific.....	65 "
"	"	" Pacific equator	87 "

The *Golden Fleece II* made ten eastward Cape Horn passages direct from San Francisco to North Atlantic ports; the four to New York or Boston were runs of 95, 98, 102, and 113 days—an average of 102 days; the others, to the British Isles, were three passages to Liverpool averaging 117 days (shortest, 106 days; longest, 125 days) and three to Queenstown, Ireland, which averaged 115 days (shortest, 111 days; longest, 122 days). Two of the eastbound passages were via Peru, where she loaded guano, and each run from San Francisco to Callao was made in 46 days.

Crossing the Pacific, the *"Fleece"* is credited with runs from San Francisco to Honolulu in 13 and 14 days, and in 1868, when she made a 44-day passage from San Francisco to Hong Kong, she is reported to have beaten the clipper *White Swallow* (1,192 tons), which sailed two days before her, by five days on the run.

The only time that the *"Fleece"* endeavored to make a voyage other than in the California trade, she had an unfortunate experience and did not complete the passage. On July 1, 1871, she sailed from Boston with 1,700 long tons of ice aboard, bound for Bombay. On the third day out, the sawdust in which the ice was packed (and used for insulating material) was found to be on fire. At Halifax, the nearest port, water was pumped into the ship, and later she was scuttled in 20 ft. of water. When the fire was evidently extinguished, the ship was pumped dry, but as she was about to resume her voyage, the fire again broke out and had to be put out once more by the same means. When it was deemed safe to free the ship of water, she put back to Boston, where she arrived, with her cargo of little value, on July 24. It required a little over three months to clean out, overhaul, and repair the vessel.

The *Golden Fleece II* sailed from New York November 19, 1877, on her sixteenth voyage to California, but she never reached her destination, as she grounded on the English Bank at the mouth of the River Plate and put into Montevideo. Later, she was condemned and sold. The ship was twenty-two years old at the time that her career as an American deep-sea sailing vessel was ended through no defect or fault of her own, as she was structurally sound when lost.

The most beautiful and the sharpest-lined clipper of the Weld fleet was the *Fearless* of 1,184 tons, designed by Samuel H. Pook, of Boston, in November 1852 and launched from the Sampsons' yard, East Boston, July 28, 1853. This ship, during the clipper ship decade, made five westward Cape Horn passages from Boston to San Francisco. Whereas her average length of run—121½ days from clearance to entry and over 121 days as reported—is not remarkable on all these five passages, she outsailed every vessel that went over the course at about the same time except in 1856, when the *Romance of the Seas* of 1,782 tons (a vessel 598 tons, or 50 per cent, bigger than the *Fearless*) was favored by better luck with wind and by her size in rounding Cape Horn. Clearing port five days after the Weld ship, the *"Romance"* headed her into port by a week. However, the *Fearless* beat the seven clipper ships that sailed before her by from eight to forty-one days (elapsed time from clearance to entry; average, twenty-two days) and by from four to thirty-five days as claimed (average, nineteen days). The seven clipper ships (other than the *Romance of the Seas*) that cleared port after the *Fearless* were beaten by the Weld clipper by from ten to seventy-seven days (elapsed time from clearance to entry; average, thirty days) and by from eight to thirty-one days as claimed "net" at sea (average, nineteen days). It is doubtful as to whether any ship during the entire clipper ship decade so consistently and outstandingly outsailed all other ships traveling over the Cape Horn course westward from an East Coast United States port to California as did the *Fearless,* and this is surprising. Whereas this Pook-designed clipper had the reputation for being "a very fast sailer and a fine sea boat" and we are told that she was "a speedy and reliable vessel" and "a smart ship," she was never singled out for special sailing honors, and marine historians have practically ignored her performances under canvas.

The following comparative record gives the five westward Cape Horn passages of the *Fearless* during the period 1850-1860, or what has been termed "the clipper ship decade":

California Westward Passage	Captain	Departure from Boston	Arrival at San Francisco	Length of Passage in Days	
				Elapsed Time	As Reported
No. 1	Nehemiah Manson	Aug. 30, 1853	Dec. 22, 1853	114	114
The three preceding sailings were from East Coast ports on Aug. 27 and resulted in the following passages, port to port: THOMAS WATTSON, 155 days; ROVER'S BRIDE, 152 days; and ONWARD, 151 days—an average of 153 days. The three sailings after the FEARLESS were: COMET (bark) from Boston Sept. 3, 133 days, port to port; SWEEPSTAKES from New York Sept. 3, 125 days, port to port; WILD PIGEON from New York Sept. 5, 128 days, port to port—an average of 129 days.					
No. 2	Nehemiah Manson	July 18, 1854	Nov. 19, 1854	124 (123 days to the Farallones)	124
Ran from Pacific equator to the Golden Gate in 15 days. The three preceding sailings to California were: CONTEST from New York July 12, 128 days, port to port; RAPID from New York July 12, 136 days, port to port; JOHN LAND from New York July 6, 311 days via Valparaiso and Tahiti. The three sailings after the FEARLESS were: OCEAN TELEGRAPH from New York July 22, 125 days, port to port; THOMAS WATTSON from Philadelphia July 25, 142 days, port to port; CELESTIAL from New York July 29, 132 days, port to port—an average of 133 days.					
No. 3	Nehemiah Manson	June 23, 1855	Oct. 19, 1855	118	118
The three preceding sailings to California were: VIKING from Boston June 17, 122 days, port to port; GALATEA from New York June 15, 136 days, port to port; SNAP DRAGON from Philadelphia June 4, 126 days, port to port. The three sailings following the FEARLESS were: SPIRIT OF THE TIMES from New York June 23, 160 days, port to port; GOLDEN WEST from New York June 28, 177 days, port to port; THOMAS WATTSON from Philadelphia July 5, 148 days, port to port—an average of the six nearest sailings of 145 days.					
No. 4	Nehemiah Manson	June 25, 1856	Oct. 31, 1856	128	127
To Cape Horn in 57 days and then encountered for 14 days the worst weather that Captain Manson ever experienced. The three preceding sailings to California were: SILVER STAR from New York June 17, 155 days (claimed 148); ARCHER from New York June 13, 144 days (claimed 135); KATE HOOPER from New York June 11, 136 days (claimed 131). The four sailings following the FEARLESS were: ROMANCE OF THE SEAS from New York June 30, 116 days (claimed 113); NORTHERN EAGLE from Boston June 30, 169 days (claimed 168); INTREPID from New York June 30, 149 days (claimed 145); NEPTUNE'S CAR from New York June 30, 138 days (claimed 136; also 134).					
No. 5	Harry Devens	Nov. 13, 1858	Mar. 17, 1859	124	123
Other sailings to California around this time were: MOONLIGHT from New York Nov. 4, 154 days (claimed 150); OCEAN TELEGRAPH from New York Nov. 3, 134 days (claimed 125); GREY FEATHER from New York Nov. 3, 136 days (claimed 130; also 128); KINGFISHER from Boston Nov. 2, 136 days (claimed 130; also 128); INDUSTRY from Boston Nov. 2, 153 days (claimed 146); IVANHOE from New York Nov. 11, 139 days (claimed 138)—an average of six passages of 142 days, clearance to entry, and 136 days as reported.					
Average length of five westward passages from Boston to San Francisco, 121 days.					

The lifetime average of eleven westbound Cape Horn passages to San Francisco was 128.4 days, but if we eliminate the last 1868-1869 run, which required 163 days (when the *Fearless* was 43 days to the Atlantic equator and 35 days off Cape Horn in strong westerly gales), the average of all the other passages was 125 days—best, 114 days; slowest, 139 days. The *Fearless* made six passages from San Francisco to Manila (fastest, 36 days; slowest, 59 days; average, 49 days). She made three Pacific crossings from San Francisco to Hong Kong (fastest, 47 days; slowest, 56 days; average, 50 days). The ship made one eastward Cape Horn passage to New York, direct, in 97 days. In 1854 she reached Boston (Captain Manson) after a very fast record run of 86 days from Manila and 74 days from Anjer, completing a voyage in which she had circumnavigated the globe in 9 months and 12 days, including all detentions. This 86-day passage from Manila to Boston was four days shorter than the 90-day run between the ports that was made about eight months later (and reported in the press as a record) by the fast clipper *John Bertram* of 1,080 tons (Capt. Frederick Lendholm), which left Manila November 1, 1854, and arrived at Boston January 30, 1855.

In 1855 the *Fearless* made another 86-day passage from Manila to Boston. On this run, the ship (Captain Manson) cleared Manila February 24 and arrived at Boston May 21, 1855. She made a very fast run of 9 days to Anjer and was 77 days from Anjer to Boston. The following year, the *Fearless* covered the course in 95 days—an average of 89 days for three successive passages in three successive years from Manila to Boston, which constitutes a record for fast, consistent sail-

ing. The *Fearless* was in the news in 1867. While on a passage from Boston to San Francisco, the second mate was shot dead by the third mate, off Cape Horn, and the murderer was taken to port in double irons.

The *Fearless* was sold by William F. Weld & Company on July 28, 1875 (when exactly twenty-four years old to a day), to George Leary for $18,000, which was about $15¼ per ton old measurement and about $20 per ton on the new measurement tonnage of 909 tons. In October 1878, she was bought by the Norwegians for $6,500 and her name changed to *Johanne.* For many years, as a bark, she was operated in the North Atlantic timber trade and is reported to have been in steady service in 1885 (i.e., when thirty-two years old), but the end of her career is not known.

The *Competitor* was a handsome and fast little clipper ship, but was too small for the Cape Horn trade. W. F. Weld & Company put her in this service from the start, and as she "did well, fully holding her own with other clippers," she was kept in the California trade for some time. She made five Cape Horn passages to San Francisco during the years 1853-1859. Historians generally are mixed up and in disagreement as to the voyages and sailing performances of the *Competitor,* but the following table seems to be an accurate record of the ship's westward Cape Horn runs, taken from the ship's log and her owner's and contemporary press records:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Moses Howes, Jr.	Boston	Mar. 27, 1853	July 20, 1853	115	114
Three clipper ships sailed within a day of each other, and each made the same 115-day passage, clearance to entry, as follows: COMPETITOR (871 tons), 115 days; CLIMAX (1,051 tons), Mar. 28-July 21, 115 days; ANTELOPE (1,186 tons), Mar. 28-July 21, 115 days. The next earliest sailing, the LANTAO, made a 121-day passage, and the FRIGATE BIRD, sailing Apr. 1, made a run of 150 days.						
No. 2	Moses Howes, Jr.	New York	May 24, 1854	Sept. 23, 1854	122	122
Was 51 days from New York to 50° S. Atlantic and took 18 days to round the Horn. Was in company with BONITA (1,127 tons) off Staten Island and beat her by about two days on run to Golden Gate. Was within 800 miles of destination when 99 days out.						
No. 3	Otis White	Boston	May 28, 1855	Oct. 15, 1855	140	139
Had bad weather in South Atlantic and suffered damages in pampero off River Plate. Was 15 days rounding Horn and then had nothing but light winds. The nearest sailings to COMPETITOR and the passages were as follows: HIGHFLYER (1,195 tons), May 17-Oct. 8, 144 days; RADIANT (1,318 tons), May 28-Oct. 12, 137 days; CHALLENGER (1,334 tons), June 2-Oct. 14, 134 days; FLEETWING (896 tons), June 2-Nov. 1, 152 days. The RADIANT had particularly good weather in rounding the Horn and gained seven days on the COMPETITOR between 50° and 50° S.						
No. 4	Wade	Boston	Apr. 19, 1856 (cleared)	Sept. 13, 1856	147	139
Nothing but light or head winds in Atlantic and Pacific. Had horrible time rounding Cape Horn and required 80 days, with barometer going down to 27 inches. The JOHN GILPIN took as long as the COMPETITOR; the SANTA CLAUS, 141 days; NAPIER, 142 days (elapsed time).						
No. 5	J. B. Hildreth	Richmond, Va.	Oct. 15, 1858	Feb. 10, 1859	118	118
Arrived in company with the ARCHER. The two clippers ran from the Pacific equator to Golden Gate in fast time of 15 days. ARCHER claimed a 119-day passage from New York, but record of the closest six sailings to the COMPETITOR gives the following length of passages from clearance to entry: CARRIER DOVE (1,694 tons), Oct. 1-Mar. 8, 158 days; ARCHER (1,096 tons), Oct. 7-Feb. 10, 126 days; ROBIN HOOD (1,181 tons), Oct. 14-Feb. 11, 120 days; OCEAN BELLE (1,096 tons), Oct. 18-Mar. 27, 160 days; CREST OF THE WAVE (942 tons), Oct. 20-Apr. 8, 170 days; INTREPID (1,173 tons), Oct. 20-Mar. 5, 132 days.						

On her maiden voyage, the *Competitor* would undoubtedly have beaten the *Climax* and *Antelope* on the passage to San Francisco but for the fact that the ship was hove to for five days in the vicinity of the Horn "to chain-strap her bows together to stop a leak caused by a split stem." After repairs were made, the *Competitor* decisively outsailed all other ships running north in the Pacific.

On Voyage No. 1, the *Competitor* sailed from Whampoa to New York in 111 days, arriving home April 2, 1854. On her second voyage, the ship crossed the Pacific in 50 days, arriving at Boston April 22, 1855, from Shanghai. On Voyage No. 3, the *Competitor* made a very fast run of only 36 days from San Francisco to Manila and proceeded from there to Boston. On her fourth voyage, she again circumnavigated the globe, sailing across the Pacific; but instead of continuing

home, she took a cargo of tea from Shanghai to London. According to British records, she made a very slow run, as she is reported to have cleared Shanghai January 9, 1857, Anjer February 5, and to have arrived at London June 21, 1857. (The master is stated as Captain White, but the passage of 136 days from Anjer to London is unbelievably long. Editor's note: The arrival at London is given elsewhere as May 21, with 105 days from Anjer.) One report is to the effect that the ship sailed from the East to Boston and then crossed the Atlantic to London, and this may be correct, for the next voyage (No. 5) was in the China trade, and the *Competitor* went to Shanghai from London (reported as 131 days). Returning from China, the ship degenerated to the coolie trade, sailing from Swatow January 30, 1858, with 380 Chinese laborers for Havana; 127 of the coolies died during the passage. These unfortunate experiments of the Welds in the British tea and Chinese coolie trades were followed by Voyage No. 6, which had as its first lap the ship's fifth and last westward Cape Horn passage to California. Howe and Matthews say that, continuing, the *Competitor* "crossed to Hong Kong in 35 days, beating the *Sea Serpent,* two days and the *Boston Light,* three days" and that she then "went to New York in 112 days from Foo Chow, beating the *Charmer* eight days and the *Eagle* 10 days in the run from Java Head home."

In 1861, the *Competitor* went from New York to Sydney in 96 days and traded in the Pacific for about two years; returning, she reached New York November 20, 1863, after a passage of 116 days from Manila. In January 1864, the ship was sold by Weld & Company to Ruger Bros. for use in transatlantic trade, and she became known as the *Lorely.* The price reported paid for the eleven-year-old vessel was $31,100, or $35.7 per ton. In 1869 she was under the British flag and operating under her old name in the Australian trade. At the end of 1873, she was acquired by the Germans and was later owned by a shipping firm of Kalmar, Sweden. In the 1890's, the old *Competitor,* then bark-rigged, made some good transatlantic passages in the Baltic lumber trade. In 1901 she was unfortunate in being in a collision, was libeled for damages, and was "sold cheap" to the Finns and renamed *Edward.* The clipper ship *Competitor* is known to have had a sea life of some fifty years, but the end of her career is shrouded in mystery.

The clipper ship *Reporter* was not built to the order of William F. Weld & Company, but that firm purchased her in November 1855 for the price of $76,000 ($52 per ton) when the ship was about two and a quarter years old. At the time of purchase, there was being launched (November 20, 1855) from the yard of Paul Curtis, East Boston, a ship built to the Weld Company's order —the *Golden Fleece II*—which, it was said, "was practically a duplicate of the *Reporter.*" A comparison of the dimensions of the two ships is stated herewith:

Name of Clipper	Date Launched	Registered Tonnage		Recorded Dimensions Feet and Inches			Length in Feet				
							Masts				Yards
		Old	New	Length	Beam	Depth	Lower	Top	Topgal-lant	Royal and Skysail	Five on Mainmast
REPORTER	Sept. 3, 1853	1,474	1,431 (British)	207- 5 (deck)	39	24- 6	88	48	27	18 and 13	78, 60, 46, 36, and 22
GOLDEN FLEECE II	Nov. 20, 1855	1,535	1,475	210	37- 9	25	88	48	25	16 and 12	78, 60, 45, 33, and 18

The *Reporter* had 15 in. deadrise as against 14 in. stated for the *Golden Fleece II.* These ships were said to be "somewhat sharper than the general run of medium clippers." They had the same rig, with single topsails, crossing a skysail yard only on the mainmast, and only four yards on each of the fore and mizzen.

The *Reporter* was built for David Snow et al., Boston, for the southern cotton trade, and her construction was superintended by Capt. Octavius Howe, who owned an eighth interest in her and was her first commander. Her cost was stated as $80,750 (about $55 per ton). Although it was said that she was "the first clipper-built vessel to cross the bar at the mouth of the Mississippi," she was not intelligently modeled or dimensioned for the New Orleans cotton trade and was obviously too big, with a draft too deep, for the Mississippi as conditions were in the early and mid-fifties. On her initial run, the *Reporter* left Boston October 13, 1853, for New Orleans and made a good

passage of 15 days. The depth of water at the bar bothered her, as it did all sizable ships, and she did not get away—and then drawing only 17 ft. of water—until December 10, when she sailed for Liverpool with 3,300 bales of cotton, 3,000 barrels of flour, and 6,000 staves. She reached the Mersey on January 9, 1854, after a 30-day passage. The ship was offered for sale at Liverpool, but even though the Australian shipping boom was on, British merchants and shipping lines were not particularly anxious to buy American ships at the time. Although many betrayed an interest in chartering American vessels for a voyage or a single passage, for some reason the British were not impressed with the *Reporter,* and she was neither sold nor chartered. Possibly, the high price of $100,000 ($70 per ton, British measurement, and a quarter more than her cost) asked for the *Reporter* at Liverpool had something to do with the fact that no sale was made.

Carrying passengers and some salt as ballast, the *Reporter* crossed the Atlantic from Liverpool to Boston in 29 days. Upon arrival home, she was chartered to carry ice to New Orleans. She made a long passage of 21 days to the southern port, was three days at the bar, and required four power tugs to drag her over. The ship loaded cotton at New Orleans and sailed June 16, 1854, for Liverpool. The passage was eventful, as the vessel was struck by lightning. Returning home, the *Reporter* was under charter to Enoch Train's White Diamond packet line. She made the westward transatlantic crossing from Liverpool to Boston in 27 days, with 371 passengers and some cargo. Another triangular voyage (Boston-New Orleans-Liverpool-Boston) proved unprofitable. The ship carried cotton and some ballast freight from New Orleans to Liverpool, but with a freight list of less than $12,500, the vessel did not pay expenses. The passage was slow because of easterly winds. Then followed a transatlantic round voyage between Liverpool and Mobile (42 days out and 34 days return), with still lower freight in effect on the eastward run. Upon arrival at Liverpool, the *Reporter* returned to Boston under charter of the Train packet line and made the crossing in 25 days, carrying 382 passengers and a little ballast freight.

It is said that during the first year of operation, the *Reporter* earned over $53,000 for her owners, but during the second year she "showed a net loss of $10,000." The ship had proved that she could sail fast if she had the wind. She was "particularly good with strong winds in a rough sea," but she was not adapted for the cotton trade, being too deep, narrow, and sharp modeled. W. F. Weld & Company, then building a ship of similar model and type for the Cape Horn trade, thought that the *Reporter* would prove successful and profitable in the California service, so they bought her, and it is said that they were pleased with their purchase.

The following table gives a record of the five passages to California made by the *Reporter* during her lifetime. She was lost when attempting her sixth westward rounding of Cape Horn.

California Westward Passage	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
			Elapsed	As Reported
No. 1	Cleared Dec. 8; sailed Dec. 10, 1855	Mar. 27, 1856	110 or 108	107 (also claimed 106)

Arrived San Francisco in company with TORNADO, which had left New York Dec. 6 (passage variously stated as 112, 111, and 110 days). All the nine clipper ships clearing East Coast ports for San Francisco between Dec. 6 and 24 inclusive made unusually consistent, fast passages—probably an all-time record for nine consecutive sailings. The performances of the eight ships other than the REPORTER were: TORNADO (1,802 tons) cleared Dec. 6, 110 days; ANTELOPE (1,186 tons) cleared Dec. 7, 97 days; STILWELL S. BISHOP (595 tons) cleared Dec. 14, 113 days; GOLDEN FLEECE (1,535 tons) cleared Dec. 17, 113 days; RED ROVER (1,021 tons) cleared Dec. 17, 112 days; MARY WHITRIDGE (978 tons) cleared Dec. 18, 114 days; FLYAWAY (1,274 tons) cleared Dec. 22, 108 days; ELECTRIC SPARK (1,216 tons) cleared Dec. 24, 106 days. Average of nine consecutive passages, 109 days (claimed 108 days); fastest, 97 days; slowest, 114 days (claimed 113 days).

No. 2	Dec. 25, 1856	Apr. 17, 1857	113 (also 114)	110 (claimed)

Was in Lat. 27° N. Pacific when 98 days out. The other clipper sailings covering a period of ten days before and ten days after the departure of the REPORTER resulted in the following passages to San Francisco: WESTWARD HO (1,650 tons) from New York Dec. 16; arrived Mar. 26, 100 days; WILD ROVER (1,100 tons) from Boston Dec. 17; arrived Apr. 24, 128 days; WEBFOOT (1,091 tons) from New York Dec. 26; arrived Apr. 23, 118 days; CHARGER (1,136 tons) from Boston Jan. 4; arrived May 8, 124 days; STAG HOUND (1,534 tons) from Boston Jan. 4; arrived Apr. 22, 108 days; ASA ELDRIDGE (1,324 tons) from New York Jan. 5; arrived May 8, 123 days.

(Continued on next page)

California Westward Passage	Departure from New York	Arrival at San Francisco	Length of Passage in Days	
			Elapsed	As Reported
No. 3	June 3, 1858	Oct. 14, 1858 (also recorded the 15th and 134 days)	133	132

Experienced light and poor sailing weather throughout passage. The other six clipper sailings from East Coast ports between May 13 and June 22 were: JUNIATA (725 tons) from Cape Henry May 15; arrived Nov. 12, 171 days (150); MARY L. SUTTON (1,448 tons) from New York May 25; arrived Sept. 24, 122 days (116); RENOWN (1,025 tons) from Boston May 26; arrived Oct. 1, 128 days (127); ALBONI (917 tons) from New York June 8; arrived Nov. 8, 153 days (150); GRACE DARLING (1,197 tons) from Boston June 10; arrived Oct. 15, 127 days (124 and 125); ENDEAVOR (1,137 tons) from New York June 15; arrived Oct. 16, 123 days (122).

No. 4	Nov. 20, 1859	Mar. 17, 1860	118	116

Went from 50° S. Atlantic to 50° S. Pacific in 10 days and from Pacific equator to San Francisco in 17 days. All other November clipper sailings from East Coast ports to California were: LOOKOUT (1,291 tons) from New York Nov. 3; arrived Feb. 20, 109 days; REYNARD (1,051 tons) from Boston Nov. 4; arrived Mar. 13, 130 days; JOHN LAND (1,054 tons) from Boston Nov. 25; arrived Aug. 21, 270 days (via Valparaiso); GREAT REPUBLIC (3,357 tons) from New York Nov. 23; arrived Mar. 12, 110 days; OCEAN TELEGRAPH (1,495 tons) from New York Nov. 24; arrived Mar. 12, 109 days; ARCHER (1,096 tons) from New York Nov. 29; arrived Mar. 17, 109 days.

No. 5	Jan. 21, 1861	May 5, 1861	104	103

Sandy Hook to Atlantic equator, 20 days; to 50° S. Atlantic, 47 days and 50° S. Pacific, 55 days; rounded the Cape in only 8 days. On the 61st day out was in the latitude of Valparaiso, but from there north had light winds and calms, crossing Pacific equator on 83rd day and making run from line to port in 20 days. This run tied with that of the ANDREW JACKSON in being the fastest Cape Horn westward passages of 1861. No sailing from an East Coast port in 1860 beat this run, and only that of the MARY L. SUTTON, which arrived at San Francisco May 12, 1860, after a reported passage of 103 days, equaled it among the sixty-seven clipper ship clearances for California in 1860.

The *Reporter* had a freight list of $42,000 on her maiden voyage in the California run. Her first voyage around the world was reported as very profitable to the ship's new owners, William F. Weld & Company. The *Reporter* ran from San Francisco to Manila in 58 days and, leaving the Philippine port July 16, 1856, reached Boston November 1 after a passage of 108 days. On her third California voyage, the ship ran from San Francisco to Manila in 49 days, thence to Liverpool in 109 days, reaching New York September 14, 1859. On her other California passages, the *Reporter* returned by rounding the Horn eastbound after loading guano at Callao for North Atlantic ports. She came to a tragic end off Cape Horn, with the loss of thirty-two lives. On June 3, 1862, she left New York, under the command of Capt. William H. White, bound for San Francisco. Upon being subjected to heavy pounding by mountainous seas in heavy gales off the Cape, the ship became strained and bad leaks developed August 16, when 74 days out. Seas smashed the deck gear, bulwarks, and pumps and either demolished or swept away the boats, water in quantity got below decks, and all hands left the stricken ship on improvised rafts. The British bark *Enchantress* picked up one raft and saved the only four remaining survivors. The second raft was never heard from. Insurance to the amount of $437,664 was paid on the ship, her cargo, and freight money. At the time of her foundering, the *Reporter* was nine years old.

The *Galatea* of 1,041 tons (939 tons new measurement), launched from the Magoun yard at Charlestown, Mass., March 16, 1854, at the beginning of an ominous commercial depression, was operated by her owner, William F. Weld & Company, for twenty-one years nine and a half months. The ship had a known sea career of thirty-three years, over twenty-eight of which were under the American flag. No records are available of the sailing performances of the *Galatea* except during the period that she was a member of the Weld fleet. While under the flag with the leaping black horse (1854-1875), the ship made thirteen westward California passages, which averaged 130 days, the fastest being her first (115 days; also stated as 114 days); the longest, 144 days in 1858-1859. Her last passage, in the winter of 1870-1871, occupied 120 days. Considering that the *Galatea* commenced her voyages to California at all times of the year from mid-winter to mid-summer, the comparative uniformity of the length of her thirteen passages, port to port, is noteworthy. The time required for her slowest passage was only twenty-nine days longer than her first and best passage, and her last run over the course, made when she was about seventeen years old, required only five days longer than her best passage. During what is termed the real clipper ship era, 1850-1860 inclusive, the *Galatea* made five westward Cape Horn passages to California. Her sailing performances on these runs, which include both her best and her slowest passages over the course, are set forth comparatively as follows:

California Westward Passage	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 1	Harry Barber	Boston	June 4, 1854	Sept. 27, 1854	115	115 (also 114)

Arrived in company with the GAZELLE (1,244 tons), which had cleared New York one day ahead of the GALATEA but reported a passage of 114 days. Arrived a day ahead of the GOLDEN STATE (1,363 tons), which made a 125-day passage, and a day behind the BONITA (1,127 tons), which had made a run of 124 days. The six clipper ship sailings following the GALATEA were made in 127, 123, 132, 189, 143, and 137 days, respectively, port to port. The HURRICANE (1,608 tons), however, sailed from New York May 26 and made a very fast passage of 101 days, port to port (reported as 100 days).

No. 2	Harry Barber	New York	June 15, 1855	Oct. 29, 1855	136	134 (also 135)

This was a slow passage. The other seven clipper ship June sailings, with their length of runs, were as follows from clearance to entry: CHALLENGER (1,334 tons) from Boston June 2; arrived Oct. 14, 134 days; FLEETWING (896 tons) from New York June 2; arrived Nov. 1, 152 days; SNAP DRAGON (619 tons) from Philadelphia June 4; arrived Oct. 8, 126 days; VIKING (1,349 tons) from Boston June 17; arrived Oct. 17, 122 days; FEARLESS (1,184 tons) from Boston June 23; arrived Oct. 19, 118 days; SPIRIT OF THE TIMES (1,206 tons) from New York June 23; arrived Dec. 1, 161 days; GOLDEN WEST (1,441 tons) from New York June 28; arrived Dec. 22, 177 days.

No. 3	Harry Barber	New York	Sept. 29, 1856 (cleared)	Jan. 28, 1857	121	119 (also stated 116)

Was within 396 miles of the Golden Gate when 109 days out from Sandy Hook, but then encountered calms and light baffling winds. The two clipper ships that sailed before her were: HOUND (714 tons) from New York Sept. 17; arrived Aug. 26, 343 days (via Rio); WINGED ARROW (1,052 tons) from Boston Sept. 15; arrived Jan. 12, 119 days. The two clipper ships that sailed after her were: FLYING FISH (1,505 tons) from Boston Oct. 4; arrived Jan. 19, 106 days; EDWIN FORREST (1,141 tons) from New York Oct. 11; arrived Feb. 25, 137 days.

No. 4	Lunt	New York	Sept. 23, 1858 (cleared)	Feb. 18, 1859	148	144

Bad sailing conditions experienced throughout course. The seven other clipper sailings during the period Sept. 4-Oct. 6, with their passages, were as follows: TALISMAN (1,238 tons) from New York Sept. 4; arrived Jan. 17, 135 days; STEPHEN R. MALLORY (959 tons) from New York Sept. 4; arrived Feb. 2, 151 days; POLYNESIA (1,084 tons) from Boston Sept. 9; arrived Mar. 25, 197 days (152 net); MARY WHITRIDGE (978 tons) from New York Sept. 13; arrived Jan. 29, 138 days; FLEETWING (896 tons) from New York Sept. 18; arrived Feb. 11, 146 days; SEAMAN'S BRIDE (758 tons) from New York Sept. 25; arrived Apr. 4, 191 days; CARRIER DOVE (1,694 tons) from New York Oct. 1; arrived Mar. 8, 158 days.

No. 5	Wendell	New York	Jan. 14, 1860	May 27, 1860	134	133

A long passage "unlucky in getting winds." Other clipper ships sailing from Nov. 26, 1859, to Mar. 26, 1860 (twenty-two of them) all made faster passages except the MORNING LIGHT of 938 tons, which made a 140-day passage from Philadelphia. The MIDNIGHT (962 tons), sailing from Boston Jan. 17, made a 121-day passage (reported 120 days). The STARLIGHT (1,153 tons) and the VITULA (1,188 tons), sailing from New York Jan. 19, made passages of 121 and 131 days, respectively, port to port. The MORNING STAR (1,105 tons) left Boston Jan. 7 and made a fine passage of 106 days (claimed 105 days). These were the only clearances between Jan. 1 and 25, 1860.

During the first five westward passages in the California trade, the *Galatea* made her lifetime best run (Voyage No. 1 in 1854) of 115 days and her slowest run (Voyage No. 4 in 1858-1859) of 144 days. Her average for these five passages made in 1854-1860 (during the first six years of her life) was practically the same as her lifetime average over the course spread over seventeen years (1854-1871). The best runs made by the vessel over the five prime sections of the course around Cape Horn to California were as follows: from port to the Atlantic equator, 25 days; from port to Cape Horn, 51 days; from 50° S. Atlantic to 50° S. Pacific (rounding the Horn), 8 days 20 hours; from 50° S. Pacific to the equator, 19 days; from the Pacific equator to port, 22 days. The *Galatea* made a good run of 88 days from Sandy Hook to the Pacific equator and on three other passages covered this part of the course in 92, 92, and 93 days, respectively.

The *Galatea* has been described as "a medium clipper, a good reliable ship and an average sailer for her type." She is said to have made no record or outstandingly fast passages. On the other hand, the ship made no very long passages, and she never had to make port in distress or for repairs during any voyage as did so many of the clipper ships at some time or other during their careers. Her best runs were from Shanghai to New York, 102 days in 1855; Canton to Deal, England, 102 days in 1856; New York to San Francisco, 115 days in 1854; Sandy Hook to within 400 miles of the Golden Gate, 109 days in 1857; and two transpacific passages westbound from San Francisco, one of 40 days to Hong Kong and the other of 43 days to Manila. In 1859 she ran

from Calcutta to New York in 101 days and in 1862-1863 made a passage from Manila to New York in 115 days. On the only occasion that the *Galatea* participated in the China-Britain tea trade, the ship not only beat the passages of all competitive clippers but also made the fastest run of the year (1856).

The *Galatea* was sold by the Weld Company on December 24, 1875, for the reported price of $18,000, or some $17.3 per ton for a vessel nearly twenty-two years old, which had seen hard, steady service. In July 1882, when twenty-eight and a third years old, she was sold foreign and went under the Norwegian flag for operation in the north transatlantic trade. In 1887 she was dropped from the register, but her end is not known.

The *Orpheus* (1,272 tons) was a fast and well-built medium clipper with a rather fine model that, during her career, did some very fast sailing. She also made several slow passages and was often unlucky as to winds and sailing conditions. Rice & Mitchell, of Chelsea, Mass., which constructed the *Orpheus* and launched her March 1, 1856, built only this one clipper ship and evidently no other ship of importance, but the *Orpheus* gave good satisfaction to her owners until she was lost, through no fault of her own, when approaching twenty years of age. William F. Weld & Company owned and operated the ship until this firm commenced to dispose of its large fleet in the early 1870's, prior to the death of Richard Baker, Jr., and the dissolution of the old firm, when the *Orpheus* was acquired by C. L. Taylor & Company, San Francisco.

The Boston clipper ship *Orpheus* should not be confused with a fast sailer of 573 tons of the same name that was built by C. Bergh & Company, New York, in 1833 and at one time was both owned and commanded by Capt. Nathan Cobb. This *Orpheus (I),* under Captain Freeman, was one of the first ships to sail around the Horn in the Gold Rush to California. Clearing New York January 30, 1849, she was anchored in San Francisco Bay on July 8 after a passage of 159 days, which, incidentally, was twenty-one days shorter than the long passage of the clipper ship *Orpheus* (180 days) on her maiden voyage from Boston to San Francisco in 1856.

This first westward Cape Horn passage of *Orpheus II* was her slowest all-time run over the course. She got into trouble after passing the Atlantic equator, fell to leeward of Cape St. Roque, and was 40 days "beating around on soundings." The ship was 98 days getting to the pitch of the Cape and then encountered nothing but light and baffling winds, calms, or head winds during the entire run north in the Pacific. She required 41 days to cover the distance from Cape Horn to the equator and an exactly similar time to travel from the line to her destination. Bad judgment on the part of her skipper cost the ship some forty days in the Atlantic. However, in the Pacific run, she was extremely unfortunate and did not get the benefit of any of the usual and expected trade winds. The fact that the clipper *Orpheus,* on her maiden voyage, required 82 days to sail from Cape Horn to San Francisco certainly did not give the ship a good reputation for speed in her early years; yet this same vessel, with a reduced sail plan and crew in 1868 (when twelve years old), ran from 50° S. Pacific to the equator in 19 days and from the line to port in 16 days, making an amazingly fast passage of only 35 days from 50° S. Pacific to San Francisco. This equaled the record made by the Cape Horn greyhound *Flying Cloud* over this course when that ship was new, heavily canvased, well manned with a big crew, and in her prime. In 1859 the *Orpheus* ran in company for forty-three consecutive days with the crack Cape Horner *Young America* (1,961 tons) from 45° S. Atlantic to 30° N. Pacific, but after that, Dame Fortune frowned on the *Orpheus*—as she often did. The *Orpheus,* bearing more to the west, lost the wind; whereas the *Young America,* under Capt. Nat Brown, Jr., found good winds and reached the Golden Gate eight days ahead of her opponent. For six weeks in the South Atlantic, rounding the Horn, and traveling over eighty degrees of latitude in the Pacific, the *Orpheus* had "footed equally" with the more famous ship. On this voyage, the *Young America* made a fast run of 69 days from Rio de Janeiro to San Francisco (the second best passage on record between the ports), and the *Orpheus,* when favored with similar winds and sea, sailed even with her. As far as the entire passage from New York to San Francisco is concerned, the *Orpheus,* sailing April 8, 1859, arrived out on August 1 after a passage of 114 days; whereas the *Young America,* which reached San Francisco on July 24, cleared New York on January 30, or sixty-eight days ahead of the *Orpheus,* and required 175 days (elapsed time) to complete her passage, port to port. As described elsewhere, she lost her maintopmast and mizzen-topgallant masts at sea and put into Rio de Janeiro for repairs, which detained the ship in port about two months.

The *Orpheus* made eleven westward Cape Horn passages to San Francisco. The last was a 139-day run in 1875 from Ardrossan, Ayrshire, Scotland, with light weather experienced throughout. The other ten passages, from either New York or Boston, can be briefly summarized as follows:

Westward Cape Horn Passage No.	Year	Length in Days	Westward Cape Horn Passage No.	Year	Length in Days
1	1856	180	6	1865	146
2	1859	114	7	1867	126
3	1860	142 (144)	8	1868	112
4	1862	135	9	1869	132
5	1863	126	10	1873	127

The third Cape Horn passage of the *Orpheus* is given by Howe and Matthews as 144 days, but the ship is reported as clearing New York August 11, 1860, and was entered at San Francisco December 31, which is a 142-day passage, clearance to entry, and the run was reported as 141 days. On this passage, the ship was 40 days to the Atlantic equator and was 26 days rounding Cape Horn in very heavy weather. The two clipper ships sailing before her were the *Morning Light* (New York, August 8), which ran out in 128 days, and the *Nor'wester* (Boston, July 28), which made a passage of 139 days (claimed 138). The two clipper ships following the *Orpheus* made runs of about the same length as the Weld ship. The *Dashing Wave,* sailing from Boston August 15, ran out in 143 days, and the *Aurora,* which left New York August 30, reached San Francisco January 19, 1861, after a passage of 142 days, clearance to entry.

The long westward Cape Horn passage of the *Orpheus* in 1865, which occupied 146 days, started out promisingly, as the ship ran to the Atlantic equator in 26 days. In the southern latitudes, unfavorable sailing conditions were encountered, with very bad weather off Cape Horn and in the South Pacific. The Pacific equator was not reached until the 115th day, and the run from the line to San Francisco was made in 31 days. Of the 146 days required for the passage, 89 days were occupied in traveling from the Atlantic equator to the line in the Pacific.

In 1867 the *Orpheus* ran from New York to within 500 miles of the Golden Gate in 111 days, and in 1873 (sailing from Boston) she was 700 miles from her destination on the 113th day. Because of light and baffling airs off the California coast, these completed passages occupied 126 and 127 days, respectively. In 1869 the ship encountered a good deal of ice as well as very heavy gales off Cape Horn, which she rounded in 20 days, but during the rest of the passage she reported light weather and poor sailing conditions.

The *Orpheus* made eastward Cape Horn passages from San Francisco to Liverpool of 111 days in 1863 and 125 days in 1861; in 1867 she carried wheat to New York via Hampton Roads "for orders" in 119 days (gross). All of her runs from the Orient home were made in rather slow time, but most of them were during the unfavorable season. In 1862 she was 59 days beating down the China Sea to Anjer, and this run was followed by two weeks of very severe weather off the Cape of Good Hope. In 1857-1858 the ship made a slow passage of 138 days from Philadelphia to Hong Kong, and until she made her run of 114 days to California in 1859 and sailed "neck and neck" with the speedy *Young America* for over six weeks, the *Orpheus* had the reputation for being "a very slow ship for a clipper." The *Orpheus* must have had a sharp-lined model, however, for her deadweight capacity was stated as 1,500 short tons; this is 1,340 long tons and only 1.05 times her registered tonnage of 1,272 tons old measurement.

The following record gives all the twelve clipper ship sailings from East Coast United States ports to California during the forty-two-day period March 20-April 30, 1859, inclusive:

Name of Ship, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1859	Length of Passage in Days	
			Port	Date 1859		Elapsed Time	As Reported
NOR'WESTER; 1854; 1,267	Savory	Samuel Lapham, Medford, Mass.	Boston	Mar. 19	July 28	131	131

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Name of Ship, Year Built, and Tonnage	Captain	Builder	Departure		Arrival at San Francisco 1859	Length of Passage in Days	
			Port	Date 1859		Elapsed Time	As Reported
RATTLER; 1852; 1,121	Almy	George Thomas, Rockland, Maine	New York	Mar. 21	Aug. 30	162	162
METEOR; 1852; 1,068	Melville	E. & H. O. Briggs, South Boston	New York	Mar. 26	July 23	119	114
WAVERLEY; 1853; 749	Reed	Joshua Magoun, Charlestown, Mass.	Boston	Mar. 31	Sept. 12	165 (also stated 166)	164
DASHING WAVE; 1853; 1,180	Lecraw	Fernald & Pettigrew, Portsmouth, N.H.	Boston	Apr. 4	Aug. 3	121	120
ELIZABETH F. WILLETS; 1854; 825	Gates	Charles Mallory, Mystic, Conn.	New York	Apr. 4	July 27	114	111
CHARIOT OF FAME; 1853; 2,050	Knowles	Donald McKay, East Boston	New York	Apr. 7	Aug. 3	118	117
ORPHEUS; 1856; 1,272	Howes	Rice & Mitchell, Chelsea, Mass.	New York	Apr. 8	Aug. 1	115	114
CHALLENGER; 1853; 1,334	Henry Winsor	Robert E. Jackson, East Boston	New York	Apr. 16	Aug. 15 (second attempt; put back to port for repairs)	121	121
CHARGER; 1856; 1,136	Hatch	E. G. Pearce, Portsmouth, N.H.	Boston	Apr. 20	Aug. 23	125	124
WITCH OF THE WAVE II; 1856; 1,020	Todd	George Raynes, Portsmouth, N.H.	New York	Apr. 24	Sept. 7	136	135
VIKING; 1853; 1,349	Zenas Winsor, Jr.	Trufant & Drummond, Bath, Maine	New York	Apr. 30	Sept. 12	135	134

When engaged in the Pacific coastal trade, the *Orpheus* was in collision with the steamer *Pacific* during the night of November 4, 1875, while the ship was on a run from San Francisco to Puget Sound. The S.S. *Pacific,* bound from Victoria, B.C., to San Francisco, was heavily laden with freight and passengers, and 273 of the 275 persons aboard were lost with the steamer. The *Orpheus* was damaged, principally above water, losing spars and practically all her starboard rigging. Although she was making but little water, Captain Sawyer made for the coast. In the early morning of November 6, the ship went ashore and became a total wreck because of the mistaking of the light on Cape Beale for that of Tatoosh. The *Orpheus* was nineteen and two-thirds years old when lost through no fault of her own and was considered "in good, sound, seaworthy condition." She was valued by her owners "at about $30 per ton" new measurement (i.e., about $32,000) and was insured for $20,000; the wreck was sold for $380.

The medium clipper ship *Asa Eldridge* (1,324 tons), built by E. & H. O. Briggs, South Boston, in 1856 for Henry Hallet, Boston, was acquired by William F. Weld & Company in 1865. She was named after Capt. Asa Eldridge, the well-known transatlantic packet commander of the Dramatic Line and later of the Collins Line, who lost his life in the steamship *Pacific.* Captain Eldridge was in command of the clipper ship *Red Jacket* (2,305 tons), built at Rockland, Maine, from designs by Pook, when that ship made her remarkable transatlantic record run of 13 days 1 hour 25 minutes from New York to Liverpool, dock to dock, January 11-23, 1854 (413 nautical miles in one day). The figurehead of the *Asa Eldridge* was a bust of the famous commander. The ship had trouble with it on at least two occasions off Cape Horn. On her maiden voyage in 1857, it was badly damaged, and in 1861 it was carried away entirely (although later recovered).

The *Asa Eldridge* was evidently a fair carrier, but she was not a fast ship for a medium clipper, even though it was claimed that she had a "fair capacity for speed." The vessel made ten westward Cape Horn passages to California (nine from New York and one from Boston) and averaged 140½ days, which is very slow time for a clipper of any type. Her best run was 123 days, made on her maiden voyage (from New York January 5, 1857) under Capt. Moses R. Coleman. The *Stag Hound* (1,534 tons) and the *Charger* (1,136 tons), sailing the day before the *"Eldridge,"* had passages of 108 and 124 days, respectively, and the *Electric Spark,* sailing two days after the *"Eldridge,"* made the run to San Francisco in 118 days. (These were the only clipper ship sailings

for California from an East Coast port during the seventeen-day period December 27, 1856-January 12, 1857, inclusive.) The second westward California passage of the *Asa Eldridge* (Captain Coleman) was a run from New York to San Francisco of 147 days, clearance to entry (June 23-November 17), in 1858. At this time, weather conditions were unfavorable for fast or even moderate sailing, and the only other clipper ship sailings over this course from East Coast ports during the thirty-day period June 4-July 3 were as follows:

Name of Clipper	Tonnage	Captain	Departure 1858	Length of Passage in Days: Elapsed	Length of Passage in Days: Reported
ALBONI	917	Barnaby	New York June 8	153	150
GRACE DARLING	1,197	Bearse	Boston June 10	127 (126)	125 (124)
ENDEAVOR	1,137	Doane	New York June 15	123	122
GOLDEN CITY	810	Leary	Boston June 24	145	144
INDIAMAN	1,165	Smith	Boston June 30	140	140
EAGLE WING	1,174	Worth	New York June 30	133	131

The average length of the six passages was 137 days, clearance to entry, and 135 days as reported as against 147 days and 145 days, respectively, for the *Asa Eldridge,* which sailed fifteen days after the *Alboni* and seven days before the *Eagle Wing*. The average length of nine passages from East Coast ports to San Francisco, with sailings during the forty-three-day period June 4-July 16, 1858, was 138 days, clearance to entry, which is relatively high and definitely indicates that poor sailing conditions prevailed during the period.

The third westward passage of the *Asa Eldridge* to California was also with Captain Coleman in command and was the last Cape Horn run that she made in the clipper ship decade. Clearing New York September 29, 1859, she reached San Francisco on February 10, 1860, after a passage reported as 132 days and 134 days from clearance to entry. On this passage made in rather slow time, the *"Eldridge,"* nevertheless, beat all of the nine clipper ships that sailed the Cape Horn course and had left port during the seventy-six-day period before her. One of these ships (the *Queen of the Pacific*), clearing New York July 27, did not complete the passage, as she was lost 190 miles north of Pernambuco on September 19. The other eight clipper ship clearances for California from East Coast ports from July 15 up to the time of the sailing of the *Asa Eldridge* resulted in passages to San Francisco as follows:

Name of Clipper	Tonnage	Captain	Departure 1859	Length of Passage in Days: Elapsed	Length of Passage in Days: Reported
MARY ROBINSON	1,371	McCleaves	New York Aug. 2	144	144 (143)
TALISMAN	1,238	Thomas	New York Aug. 15	144	142 (140)
DON QUIXOTE	1,429	Nott	New York Aug. 17	140 (141)	139 (140)
WEST WIND	1,071	Baxter	New York Aug. 20	174	170
MALAY	868	Wilcomb	New York Sept. 4	149	149
BLACK HAWK	1,109	Bowers	New York Sept. 6	141	140 (138)
PANTHER	1,278	Gannett	Boston Sept. 14	142	139
FRANCIS A. PALMER	1,426	Allen	New York Sept. 15	172	164

The average length of the eight passages was 151 days, clearance to entry, and 148 days as reported—as against 134 days elapsed time and 132 days as reported (also given as 133) for the *Asa Eldridge,* which followed them with a sailing from New York on September 29. The *"Eldridge"* sailed through the Golden Gate February 10, 1860, in company with the *West Wind,* which had left New York forty days before her. Two other clipper ships, which had sailed from East Coast ports after the *"Eldridge,"* entered San Francisco Bay that same day (February 10). These ships were the *Prima Donna* of 1,529 tons, which cleared New York October 3, or four days after the *"Eldridge,"* and made a passage of 130 days, clearance to entry, and 126 days as reported,

and the *Noonday* of 1,189 tons, which left Boston October 6, or seven days after the *"Eldridge,"* and made a run of 127 days, clearance to entry, or 126 days as reported. The *Eagle Wing* of 1,174 tons, which sailed from New York on the same day that the *Noonday* left Boston, beat that ship some six days on the run out. The *Reynard* of 1,051 tons, which was the only clipper ship that sailed within a period of three days following the *Asa Eldridge,* did not reach San Francisco until March 13. She followed the Weld ship into port by thirty-one days, making a passage of 165 days from original clearance to entry. However, the *Reynard* had been unfortunate. Six days after leaving port, in a North Atlantic hurricane, the ship lost everything on the mainmast except the lower mast; also her mizzen-topgallant mast and practically an entire suit of sails. After being towed into Boston, she was quickly repaired and refitted. Sailing again on November 4, 1859, she made a run of 130 days to the Golden Gate.

The slowest westward Cape Horn run to California made by the *Asa Eldridge* was her last. She entered San Francisco Harbor on September 20, 1872 (when sixteen years old), after a passage of 157 days.

Eastward around Cape Horn, the *"Eldridge"* made only two direct passages from San Francisco to North Atlantic ports; one was a run of 120 days to Boston in 1865 and the other a passage of 115 days to Liverpool in 1872. The ship returned home by way of Cape Horn on another four voyages, loading guano in Peru, and she continued around the world on four other voyages, crossing the Pacific to Manila or a China port. Her best run in the Pacific was 28 days from Honolulu to Hong Kong in 1866, but in 1863 she was 44 days running from Shanghai to Honolulu. In 1861 she made a slow passage of 69 days from San Francisco to Melbourne.

William F. Weld & Company owned the *Asa Eldridge* from 1865 to 1873. She was sold to Blim, Main & Montgomery, which was apparently an intermediary, as the ship was purchased early in 1873 by Liverpool parties. Under the British flag, she was renamed *Norfolk.* The price paid by the English was reported as £7,000, or about $25½ per ton, for a ship then about seventeen years old. Her end is not known, but she was said to be still operating in the early eighties, and she was registered as the *Norfolk,* hailing from Liverpool, in 1880.

The Silsbees, Pickman, and Associates, Salem, Massachusetts

The Silsbee family of Salem, Mass., has a long history connected with ships. It is covered in Volume V (pages 3017-3021) under the heading, "The Salem Association of the Silsbees, Stones, Pickmans, Sanders, and Allen—1798-1898." During the years 1850-1855 inclusive, members of this group of owners built and operated five clipper ships, as follows. Four of them were constructed by John Taylor, of Medford and later of Chelsea, Mass.

Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches		
				Length	Beam	Depth
WITCHCRAFT	1850	Paul Curtis, Chelsea, Mass.	1,310	187 193 L.O.A.	39 (also stated 39- 6)	22
Owners originally reported as William D. Pickman, Richard S. Rogers, et al., of Salem. Bought by T. Magoun & Son, Boston, for $66,000 in 1854. Lost Apr. 8, 1861, near Cape Hatteras.						
SYREN	1851	John Taylor, Medford, Mass.	1,064	179	35-10	22
Owners originally reported as Silsbee, William D. Pickman, et al. Sold to Joseph Hunnewell, of Boston, in late fifties, who disposed of her a few years later to Charles Brewer & Co., of Honolulu. Later owned by William H. Besse, New Bedford, Mass. Condemned and sold at Rio de Janeiro in July 1888, when over thirty-seven years old. Was repaired and as bark MARGARIDA of Buenos Aires was listed in Lloyd's in 1920, when sixty-nine years old.						

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Name of Clipper	Year Built	Builder	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth
MALAY	1852	John Taylor, Chelsea, Mass.	868	167	33- 2	19- 1
Owners originally reported as Silsbee, Stone & Pickman. Put into Tahiti in distress and condemned in Oct. 1891, when on passage from San Francisco to Mollendo. Was over thirty-nine years old when her sea life ended.						
AURORA	1853	John Taylor, Chelsea, Mass.	1,396	202- 4	38- 6	24
Owners originally reported as Stone, Pickman, Silsbee & Allen, of Salem. Sold in May 1863 to the British. Later resold to Fisher & Ricardo, of Bombay, India. In 1868 owned by Bixkell & Co., Liverpool, and in 1870 was acquired by G. & R. S. Walker, of London. Burned near Bombay about 1870.						
DERBY	1855	John Taylor, Chelsea, Mass.	1,062	180	36- 9	23- 5
Owners originally reported as Pickman, Silsbee, et al., Salem. Purchased by George Howes & Co. at San Francisco in Apr. 1865 for $30,000. Sold 1876 to Germans and in 1890 (when thirty-five years old) was under the Norwegian flag still bearing the same name.						

The *Witchcraft* of 1,310 tons was one of the fastest clippers afloat according to her sailing performances during the years 1851-1854 inclusive. She was launched by Paul Curtis at Chelsea, Mass., on December 21, 1850. The *Witchcraft* was modeled by Samuel H. Pook, of Boston, who also made the lines of the *Game Cock,* built by Samuel Hall at East Boston and launched the same day for Daniel C. Bacon, of Boston. The following table gives the comparative dimensions and particulars of these two early "big" clippers:

Name of Clipper	Tonnage	Dimensions in Feet and Inches: Length	Beam	Depth	Tumble Home: Deadrise Inches	Tumble Home: Home Inches	Sheer Inches	Length in Feet: Masts on the Main	Length in Feet: Yards on the Main
WITCHCRAFT	1,310	187 193 L.O.A.	39 (also stated 39- 6)	22	35	6	24	84, 49, 28, 17, and 15	78, 60, 47, 38, and 30
GAME COCK	1,392	190- 6 deck 182 keel 200 L.O.A.	39-10	22	40	6	36	88, 49, 27, 18, and 14	80, 64, 49, 39, and 31

The *Witchcraft* and *Game Cock,* modeled by America's greatest designer of clipper ships, Samuel H. Pook, of Boston, commenced their maiden deep-sea voyages within a day of each other and were sent out to California. Each experienced some trouble with spars and rigging during heavy weather in the Atlantic and put into Rio de Janeiro for repairs. The following table gives a comparative record of the maiden westward passages of these two ships from an East Coast port to San Francisco:

Name of Clipper	Captain	Departure from New York 1851	Rio de Janeiro 1851: Arrived	Rio de Janeiro 1851: Sailed	Arrival at San Francisco 1851	Length of Passages in Days: Port to Rio	Rio to San Francisco	Total Sailing Days	Port to Port
WITCH-CRAFT	William C. Rogers	Apr. 4	About May 20	June 10	Aug. 11	About 46	62	108 (reported 103 net)	129 (also reported 128 and 127)
GAME COCK	Lewis G. Hollis	Apr. 3	May 10	July 6	Oct. 5	37 (also reported 38)	91	128 (also reported 129)	185

The *Game Cock* sprang her mainmast on April 24, when 21 days out, and headed for Rio without much loss of time, making the run to that port in 37 or 38 days. The *Witchcraft* is reported to have "lost the mizzenmast" and to have been required to "limp into Rio, causing a delay of about ten or more days in sailing time." Whereas the *Game Cock* was detained 57 days

at Rio for repairs (as part of the cargo had to be discharged and later reloaded to permit of replacing the mainmast), the *Witchcraft* was in and out of that port in 21 days and, on the run from Rio, not only beat the *Game Cock* by twenty-nine days but also made an all-time sailing record of 62 days between Rio de Janeiro and San Francisco. The next best passage of a loaded ship making the westward Cape Horn passage from Rio to San Francisco was made in 65 days and some hours by the Maine-built clipper ship *Spitfire* of 1,520 tons, which left Rio December 16, 1853, and reached San Francisco on February 20, 1854. This fine and second best run was three full days longer than the passage between the ports of the *Witchcraft* on her maiden voyage. Carl C. Cutler, in GREYHOUNDS OF THE SEA, gives the net sailing time at sea of the *Witchcraft* as "103 days" between New York and San Francisco and says that it was the best run of the year "aside from the record run of the *Flying Cloud* later in the season." Following the arrival of the *Surprise* of 1,261 tons (Capt. Philip Dumaresq) at San Francisco March 19, 1851 (in 96 days 15 hours), no clipper made a run as fast as the claimed 103 sailing days "on the course" of the *Witchcraft* from any East Coast United States port to the Golden Gate until the *Flying Cloud* (sailing fifty-nine days after the *Witchcraft*) arrived there on August 31, 1851, after a record run of 90 days (89 days 21½ hours); in the meanwhile, fifteen fast clippers had covered the 16,000-mile course and entered San Francisco Harbor, and seven other clippers, which had sailed after the *Surprise* and before the *Flying Cloud,* were somewhere en route to the Golden Gate.

It is interesting to note that prior to the sailings of a quintet of fast new clippers in the spring of 1851, the marine "experts" rated the *Witchcraft* as the slowest of the five and predicted for her a passage to San Francisco of 115 sailing days as against 105 days for the *Witch of the Wave,* 100 days for the *Ino,* and 95 days for the *Flying Cloud* and *N. B. Palmer.* Three of these clippers made passages of from eleven to thirty-three days longer than the "authoritative" forecast, and only two beat the length of passages set for them by the articulate representatives of the marine fraternity—the *Flying Cloud* by five days and the *Witchcraft* by twelve days "on the course" and by seven or eight days at sea.

The following table gives a comparative record of the sailing performance of the *Witchcraft* on all of her six westward Cape Horn passages from an East Coast port to California:

California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 1	No. 1	William C. Rogers	New York	Apr. 4, 1851	Aug. 11, 1851	129 (also reported 127)	108 and "103 net"
Beat the GAME COCK, SHOOTING STAR, ALERT, and JOSHUA BATES, which had sailed from one to twenty-three days before her, and made better time, port to port, than any of the ten clippers clearing East Coast ports during the ninety-three-day period Feb. 2-May 5, 1851.							
No. 2	No. 2	Josiah Dudley	New York	Mar. 19, 1853	July 8, 1853	111	110
Passed Cape Horn 58 days out and Pacific equator on 79th day. In North Pacific was practically becalmed for thirteen days and required 31 days to travel from line to port. Nevertheless, made the fastest passage of any of the thirty-three clippers clearing East Coast ports for San Francisco during the seventy-five-day period Feb. 12-Apr. 27, 1853. The SEAMAN'S BRIDE, clearing New York the same day, reached San Francisco on July 28, or twenty days after the WITCHCRAFT, although Capt. Joseph Myrick reported a passage of 120 days; but dates of clearance and entry make it 131 days.							
No. 3	No. 3	Benjamin Freeman	New York	May 9, 1854	Aug. 15, 1854	98	98
Was 22 days to Atlantic equator. Crossed Pacific equator on 77th day and ran from line to port in 21 days. Was only 700 miles from Golden Gate when 90 days out. Delayed two days by fog off the Heads. Best day's run, 340 miles. This was the fastest passage of the 214 clipper ships clearing East Coast ports for San Francisco during the 685-day period Jan. 19, 1854-Dec. 5, 1855 (i.e., 1 year 10 months 17 days).							
No. 4	No. 4	Freeman	New York	Mar. 10, 1855	July 13, 1855	125	122
Captain Freeman reported, "Had head winds for 98 days of the passage of 122 days." The WITCHCRAFT and her master were very unlucky with winds and in setting the course on this passage, as the PANAMA, clearing New York two days before her, made a passage of 112 days, and the EAGLE, leaving New York Mar. 16, made a passage of 121 days via Rio (reported as 115 days "net").							

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California Westward Passage	Voyage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
			Port	Date		Elapsed Time	As Reported
No. 5	No. 6	Boolt (or Boott)	Boston	Mar. 13, 1858	Aug. 30, 1858	170	150 s.d. (put into Valparaiso for repairs)
Had head winds all the way to the Horn and gales off the Plate. Lost fore-topmast and bowsprit off Cape Horn and put into Valparaiso for repairs, being there twenty days. Ran from Valparaiso to San Francisco in 49 days. A slow and unfortunate passage and the worst sailing performance of any of the ten clippers that cleared East Coast ports for San Francisco in Mar. No other ship reported experiencing similar winds and weather.							
No. 6	No. 7	Boolt	New York	Mar. 20, 1860	July 29, 1860	131	131
Her last westward Cape Horn passage. Was 25 days to Atlantic equator. Passed Cape Horn 67 days out and crossed Pacific equator on the 100th day, requiring 31 days to run from line to port. On the 115th day was 840 miles from the Golden Gate, but averaged only 2.2 knots the last sixteen days. Sailed from New York in company with JACOB BELL, and ships were together off Cape Horn, but the "BELL" had better winds in the Pacific and beat the WITCHCRAFT to destination by over fourteen days.							

The average length of the six westward Cape Horn passages was 127 days, clearance to entry, and 119 days as reported.

As did many other big, heavily sparred and canvased clippers, the *Witchcraft* had trouble, on her maiden voyage, in handling her "top hamper" in gales and fierce, sudden squalls. In those days of hemp rigging (before wire was used), the captain's greatest concern with a new ship was the proper setting-up (and tautness) of the standing rigging, for on this depended the use and life of his spars and canvas and the speed of the ship. Following the partial dismasting of the new clipper *White Squall* in the North Atlantic in the fall of 1850, four large brand-new clippers, which cleared East Coast ports for California consecutively during the period January 11-February 1, 1851 (*John Bertram, Sea Serpent, Eclipse,* and *Stag Hound*), had to put into Valparaiso en route for repairs to spars and rigging. The *Architect,* sailing in March, put into Talcahuano, and the *Shooting Star,* clearing two days after her, had to stop at Rio de Janeiro to get a new main topgallant mast. The next three clipper ships sailing from an East Coast port for San Francisco, the *Game Cock* (April 3), *Witchcraft* (April 4), and *Eureka* (April 26), all had to make port en route for repairs—the first two at Rio and the latter at Valparaiso. The third clipper following the *Eureka* over the course, the *Mermaid* (sailing from Boston May 12), had to put into Pernambuco for repairs. The *Seaman's Bride, Hurricane,* and *Invincible,* sailing for San Francisco from New York December 12-20, each had to make port en route for repairs—the former into Valparaiso and the other two into Rio.

Before the *Witchcraft* completed her maiden voyage, she suffered two partial dismastings. In addition to losing spars in the Atlantic and putting into Rio de Janeiro for repairs, she lost all of her three topmasts, with everything attached, in a heavy, sudden squall in the China Seas during a transpacific passage from San Francisco to Hong Kong. The ship made port under an improvised rig. Even though Hong Kong was an important British trading and merchant refitting port and a prominent naval base, Captain Rogers found it impossible to obtain suitable spars for his ship there and had to have what he needed made out of teakwood. The *Witchcraft* was detained at Hong Kong about three months on account of these repairs (she was actually at that port from December 2, 1851, to March 30, 1852, a period of 119 days—practically four months), and it was reported that the total cost of the work was $28,832. However, the superstitious people who had objected to the name of the ship did not have much of a hearing when they said that "no ship can expect anything but disaster with such a name"; for many others of the big new clipper ships bearing names concerning which there could be no objection from any source fared no better than, if as well as, the *Witchcraft* and certainly did not do as brilliant sailing as the Salem ship during her first few years of service. During the latter part of August 1854, Captain Freeman, after completing a very fine passage of 98 days from New York to San Francisco, wrote the owners of the *Witchcraft*: "I have met with no accident on the passage, not so much as parted a rope yarn; did not close reef topsails once. I am at a loss to explain how I like the *Witchcraft;* we never know when the weather is bad." Capt. William C. Rogers and Capt. Josiah Dudley before him had pronounced the *Witchcraft* as "unbeatable by anything afloat" and "extremely fast when she has wind enough to give her a chance to show how she can sail."

The third westward California passage of the *Witchcraft,* made in the summer of 1854, was the tenth passage made in under 100 sailing days from an East Coast United States or North Atlantic port to San Francisco and the ninth in under 100 days elapsed time, port to port. Ignoring all sailings

from East Coast ports to California prior to January 1, 1850, we find that there had been 370 clearances of clipper ships bound for the Golden Gate when the *Witchcraft* left New York on May 9, 1854, and commenced her passage that ended 98 days later when she dropped anchor in San Francisco Bay. Only 8 of these 370 clipper ship sailings—spread over a period of over three and one-third years—resulted in reported passages of less than 98 days, and only 7 of them beat the 98-day run of the *Witchcraft,* port to port. During the year 1854, four arrivals at San Francisco from East Coast ports made westward Cape Horn passages reported as less than 100 days; during 1853, two; 1852, one; 1851, two; and in 1850, one. Throughout the remaining years of what has been called the clipper ship era (1850-1860 inclusive), two arrivals at San Francisco completed such "two-figure" passages in 1856; one in 1857; and two in 1860—a total of fifteen passages in under 100 days out of a total of some 984 clipper ship sailings (an average of one out of every 65 to 66 clearances from all East Coast United States ports for California).

All of the seven voyages of the *Witchcraft* were in the California trade except Voyage No. 5, which consisted of a passage to Australia and a return via Hong Kong and Manila. Both outward and homeward runs were around the Cape of Good Hope. On this voyage, with Captain Boolt in command, the *Witchcraft* left Boston February 7, 1857, and arrived at Melbourne May 15 after a passage of 97 days. The ship then proceeded to Hong Kong, making the run from Melbourne in 55 days, thence to Manila, where she loaded and sailed for Boston September 30, 1857. She did not clear Java Head until November 7 (thirty-eight days later), and off the Cape of Good Hope she experienced terrific weather, with high westerly gales and heavy seas for fifteen days, during which the ship was stripped of "an entire suit of sails." Boston was reached on February 4, 1858, after a rough ocean passage of 89 days from Java Head and 127 days from Manila.

Of the remaining six voyages, two continued from San Francisco in the circumnavigation of the globe, and the other four had return runs to North Atlantic ports, with eastward passages around Cape Horn. The following synopsis gives a record of the continuation beyond San Francisco on the return passages of these six California voyages:

Voyage No. 1: From San Francisco Oct. 2, 1851, to Hong Kong, where she arrived Dec. 2 after a stormy passage of 61 days. When 42 days out, lost all her topmasts and everything attached. Left Hong Kong Mar. 30, 1852, and made a run to San Francisco in 44 days. Returned from there to Shanghai (her third transpacific passage), from which port she sailed to New York in 111 days, making a very good run considering the winds and weather.

Voyage No. 2: From San Francisco was 48 days to Callao, where she loaded guano. While at the Peruvian port, the overbuilding of tonnage was particularly noticeable, as it was reported that 130 ships were at Callao and the Chincha Islands loading or waiting for guano and many of them were required to lie idle at anchor for months. Went from Callao on her first eastward rounding of Cape Horn to Hampton Roads in 63 days—a fast passage.

Voyage No. 3: From San Francisco Aug. 28, 1854, to Callao in 32 days, making an all-time sailing record between the ports. (The next best run was that of the *Hornet* of 1,426 tons, which made the passage in Sept.-Oct. 1853 in from 33 to 34 days.) From Callao the ship made a good run to New York in 67 days. Sailing time from San Francisco to New York via Callao was 99 days.

Voyage No. 4: From San Francisco to Callao in 40 days and from Callao to Port Louis, Mauritius, in 64 days. Left Mauritius Jan. 10, 1856, deeply laden with sugar at a high freight rate, and was at Falmouth Apr. 4 after a passage of 85 days. Proceeded to London and made a westward transatlantic passage from that port to Boston in 32 days, arriving home June 16, 1856. During this complete voyage, which occupied 464 days (15 months 6 days), of which 348 days were at sea, the *Witchcraft* made a westward and eastward rounding of both Cape Horn and the Cape of Good Hope—a most unusual route for a single voyage.

Voyage No. 6: From San Francisco Sept. 26, 1858, to Sydney, N.S.W., where she arrived Nov. 13 after a passage of 48 days. Sailed from Melbourne Dec. 14, 1858, for Shanghai and made the run in 62 days, arriving Feb. 14, 1859. Loaded at Foochow. Got into trouble in the river and sustained structural injuries from grounding. Sailed Oct. 14, 1859; was at Anjer Nov. 15; passed the Cape of Good Hope Dec. 28 and arrived at New York Feb. 8, 1860, after a passage of 117 days from Foochow, 85 days from Anjer, and 42 days from the Cape. A feature of this passage was the lack of wind throughout the entire course, and it was reported that the ship "rarely made ten knots on the whole passage."

Voyage No. 7: From San Francisco to Callao, where she loaded guano and sailed for Hampton Roads, Va., Jan. 16, 1861. During the early morning of Apr. 8 (on the 82nd day of the passage), the ship went ashore on Chickamaconic, with the lights of Cape Hatteras and Bodie Island in sight. It is said, "The sea made a clean breach over her and in less than an hour she had gone to pieces." Fourteen of the officers and crew and three passengers lost their lives in this catastrophe.

The *Witchcraft* was about ten years three and a half months old when she reached a calamitous end through no fault of her own. For several years, however, she had been a mere shadow of her former self, for her spars had been shortened, sail spread materially reduced, maintenance expenses "cut to the bone," and the ship operated cheaply with a small, inadequate, and frequently incompetent crew. Moreover, the grounding in Chinese waters in 1859 had damaged the ship more than was generally admitted, and when Captain Freeman gave up his command, the *Witchcraft* ceased to be the outstanding, fast clipper that she had proved to be on her first three voyages. On her fourth voyage (the last under Captain Freeman), the ship was cut down in sail spread, repair bills, and number of crew, in an effort on the part of the owners to make money with an extreme clipper under highly competitive conditions on the Seven Seas.

The *Syren* of 1,064 tons was described by her builders and owners when launched at Medford, Mass., May 1, 1851, as "not an out-and-out clipper with extreme hollow lines, but a more moderately modelled ship that should be fast and carry well for a vessel of clipper type." The *Syren,* notwithstanding this description, must have been quite sharp, for the new measurement tonnage formula of 1865, based on model fullness, gave her a registered tonnage of only 876 tons, or only 82 per cent of that computed by the old measurement rules, which considered only the prime dimensions of a ship—length, beam, and depth. (An index of the sharpness of model of a clipper—extreme or medium—is the relation of the tonnage by the new measurements to that of the old measurements based on the rules in effect prior to 1865.) The *Syren* had a relatively flat floor for the period in which she was built, her deadrise being 20 in. in the half beam. Built to operate in the California trade, the ship was a disappointment as to speed in that service from her maiden voyage. In the years 1851-1856 inclusive, the *Syren* made five westward Cape Horn passages from Boston or New York to San Francisco and averaged about 132 days on these runs. In 1861 the ship commenced a second series of four passages over the same course and between the same ports, which averaged 138½ days (148, 127, 127, and 152 days, respectively). During the years 1877-1885 inclusive, the *Syren* made a third series of westward Cape Horn passages to San Francisco, but these—four in number—were all from New Bedford, Mass., and they averaged 151½ days (159, 152, 127, and 168 days, respectively). The average length of all the thirteen Cape Horn passages from an East Coast United States port to San Francisco spread over a period of thirty-five years was 140 days (fastest, 120 days; longest, 168 days), which record does not warrant any eulogy for speed. In the fifties (1851-1856), the *Syren* was rigged, canvased, and driven to make fast passages, but her record as set forth herewith (for her five passages made during the first half of the real clipper ship era) is not impressive. As far as the California trade is concerned, the ship definitely failed in speed to live up to the predictions of her builders and owners.

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Edward A. Silsbee	Boston	June 30, 1851	Nov. 18, 1851	141	141
The slowest of all the nine clipper ship passages to San Francisco with sailings from East Coast ports during the 100-day period May 13-Aug. 20, 1851. The length of passage of the other eight clippers averaged 113 days.						
No. 2	Edward A. Silsbee	New York	Aug. 25, 1852	Dec. 23, 1852	120	120
Ran from the Pacific equator to the Golden Gate in 19 days—her fastest sailing. The fastest of all the ship's thirteen westward passages to San Francisco. The SEA WITCH left New York three days before the SYREN and made a passage of 109 days (also stated as 108 days), running from the line in the Pacific to port in 17 days.						
No. 3	C. H. Allen	New York	Nov. 16, 1853	Mar. 30, 1854	134	131
A relatively slow passage, considering the time made by other clippers sailing over the course about the same time. The WESTWARD HO cleared New York two days before the SYREN and made a passage of 105 days. The ROMANCE OF THE SEAS sailed a month after the SYREN and reached San Francisco a week ahead of her, making a passage of 96 days 18 hours.						
No. 4	C. H. Allen	Boston	Jan. 23, 1855	June 4, 1855	132	132
The slowest passage of ten consecutive sailings from an East Coast port for San Francisco during the twenty-seven-day period Jan. 5-31, 1855. The average length of the other nine passages was 116 days (shortest, WESTWARD HO, 100 days 18 hours and NEPTUNE'S CAR, 100 days 23½ hours; longest, HARRIET HOXIE, 127 days).						

(Continued on next page)

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 5	Samuel I. Foster	New York	Mar. 12, 1856	July 25, 1856	135	130

Had her jib boom carried away and lost a lot of canvas off Cape Horn. Beat the famous FLYING CLOUD from port to port, for that fast clipper was dismasted and had to put into Rio de Janeiro for repairs. The YOUNG AMERICA cleared New York two weeks after the SYREN and reached San Francisco eleven days before her.

The *Syren,* although of 1,064 tons old measurement, was rather small for a Cape Horner. In the seventies and eighties, she could not compete in sailing over this course with very much fuller-modeled but larger Down Easters, some of which were two to three times greater in registered tonnage as well as in many essentials more modern than and superior to the "old-timer." The *Syren* was branded by her masters as an unlucky ship, being prone to encounter unfavorable sailing conditions. It has been said that the ship, in all her California passages, had a decided proclivity for experiencing light winds, baffling airs, calms, and poor trades where good sailing breezes were to be expected and "generally long and unusual detentions off Cape Horn in heavy weather." However, ships sailing with, just before, or after the *Syren* must have encountered generally similar conditions, and yet they almost invariably made faster passages than this ship over that course. If the *Syren* had been a slow sailer under one or two commanders, it might be said that her masters were unfortunate in setting her courses and in their search for favorable winds, but the ship proved to be relatively slow under each of her skippers, and she got steadily slower throughout her twenty-seven years of sea service under the American flag. Of thirteen westward Cape Horn passages to California, her second was the fastest (120 days) and the last the longest (168 days). On this slowest passage, the *Syren* left New Bedford May 17, 1885. She had fine weather and light winds in the North Atlantic and throughout her entire run north in the Pacific, with practically no trades, and required 78 days to sail from the Horn to the Golden Gate. In the South Atlantic, the ship encountered head winds and gales while sailing to 34° S., following which she experienced "continuous southwest and westerly gales for a month" and did not pass Cape Horn until 90 days out.

In 1857 (Voyage No. 6), following her first five California voyages, the *Syren* made a run in the Indian trade. She left Boston June 13 and arrived at Calcutta September 20 after a passage of 99 days; returning, she ran to Boston in 97 days. This was better sailing than the ship showed on her westward Cape Horn passages. Following the Indian voyage, the *Syren* was placed again in the Cape Horn trade. Before she commenced her second series of voyages to California, she ran between Boston, Honolulu, and New Bedford. Over this course, her passages were evidently very consistent, averaging, as reported, 118 sailing days "on the course" outbound and 110 days on the return from Honolulu to New Bedford with whaling products. In 1858, however, while the *Syren* was on an outward passage from Boston to Honolulu, the starboard bow was stove by heavy seas in a gale off the River Plate. The ship put back to Rio de Janeiro for repairs, arriving there August 15, 85 days out from Boston.

In 1861 the *Syren* returned to the California trade. After a slow passage of 148 days out, she greatly surprised the shipping fraternity not so much by making a run of 103 days from San Francisco to Boston (as the record over this course is 76 days 6 hours, made by the *Northern Light* of 1,021 tons in March-May 1853, and many ships covering a great range in type and fullness have beaten the time of the *Syren*) but by beating the 106-day passages of the *Northern Light* and *Belle of the Sea,* 107-day runs of the *Sierra Nevada* and *Mary Robinson,* and a 120-day passage of the *Kingfisher,* all being made somewhere near the same time. The first four sailed from San Francisco to New York and the *Kingfisher,* as did the *Syren,* to Boston. On April 25, 1861, while beating out of the harbor of San Francisco under charge of a pilot, the *Syren* struck twice on Mile Rock, but got off, although severely damaged. The ship was beached on mud flats in a sinking condition and her cargo discharged, after which she was "patched up" and put in the dry dock of the Mare Island Navy Yard for repairs, which, it is said, cost $15,000, in addition to damage to cargo placed at $11,000.

Continuing her California voyages, the *Syren* made a run home from Manila in 105 days, one from Hong Kong (Whampoa) in 108 days, and two from Calcutta, each in 104 days (also one from

Batavia to London in 96 days). All of these passages completed voyages sailing to the west "around the world."

In the guano trade, the ship, sailing eastward around Cape Horn, made two passages from Baker's Island to Liverpool in 109 and 133 days, respectively—which is slow time. In 1853, during the return passage of her second California voyage, the *Syren* loaded whaling products at Honolulu and sailed April 9 for New Bedford. The ship encountered bad weather off Cape Horn. She was struck by lightning, and even though she was sailing to the eastward, she had the rudderhead twisted off, spars damaged, and deck gear and fittings, as well as two seamen, washed overboard. She put into Rio de Janeiro for repairs on July 1, when 83 days out, and after a detention of twenty-four days resumed her passage on July 25. She arrived at New Bedford September 5, 1853, 149 days from Honolulu and 42 days from Rio, and had made the run in 125 sailing days.

The *Syren* made several runs that were off the beaten track for Cape Horners, such as going from San Francisco to St. Lawrence Bay, Alaska, to load "whalemen's catch" for New Bedford, Mass., which at the time was her home port. In 1878 she was in the Arctic on a similar mission, putting into Honolulu, where she remained three days (September 16-19), when en route home. In the late fall of 1879 and again in 1880, the *Syren* returned east from San Francisco via Honolulu, where she loaded with whale oil for New Bedford. In May 1882, the ship arrived at Victoria, B.C., after a run of 54 days from Hong Kong. She then took a cargo of spars from Seattle, Wash., to Bath, Maine, and arrived at the "City of Ships" on December 5, 1882. In the fall of 1883, the *Syren* carried coal from Seattle to San Francisco, but following her arrival October 26, she was laid up in Mission Bay for the winter. She sailed May 6, 1884, for Nanaimo, B.C., to load coal for Port Clarence, Alaska. The ship returned to San Francisco September 7, 1884, and sailed for New Bedford December 26, arriving home April 30, 1885, after a passage of 125 days. The following year (1886), the *Syren* arrived at New Bedford on the same day, April 30, after making the run from San Francisco (her last eastward rounding of Cape Horn under the American flag) in 134 days.

The *Syren* left Baltimore April 12, 1888, with a cargo of coal (said to be 1,200 tons), bound for San Francisco and another westward rounding of Cape Horn. On June 25, when 74 days out, the ship put into Rio de Janeiro "in distress" and "making water badly." The cargo was discharged, and after a survey the ship was condemned and turned over to the underwriters, who sold her "as she lay." The *Syren* was thirty-seven and a half years old when she was condemned at the Brazilian port. She had been owned since 1879 by Capt. William H. Besse, of New Bedford, and previous to that by Charles Brewer & Company, of Honolulu, which had acquired her from Joseph Hunnewell, of Boston. Evidently, the original Salem owners sold the ship in the late fifties. After the *Syren* was condemned at Rio and repaired, she commenced the second phase of an interesting career, which resulted in the ship's earning the distinction of being the longest lived of the vessels that comprised the old and world-famous American clipper fleet of the fifties. The vessel was listed in Lloyd's in 1920 as the bark *Margarida* of Buenos Aires; J. Hurley, owner. At that time, the old *Syren* was sixty-nine years old and was in active duty as a square-rigged sailing vessel. The end of the one-time American clipper ship is unknown. The *Dashing Wave,* another clipper built at Portsmouth, N.H., in 1853, continued in service for sixty-seven years until 1920, when as a tow barge she stranded off the Pacific Coast on mud flats and was lost. However, this one-time fast clipper ship had been cut down to a barge in 1901 after forty-eight years of life at sea as a sailing vessel.

The *Malay* was described by contemporaries as a clipper ship—of neither "extreme" nor "medium" type—and evidently was rated midway between these two types in sharpness of model and rig. She was a small ship of 868 tons and was launched by John Taylor, Chelsea, Mass., about sixteen months after he had put the *Syren* overboard for the same owners. She is described as a ship with "fine lines and a sharp wedge-shaped bow with but little flare"; nevertheless, she must have been of a fuller model than the Taylor-built clippers that preceded her, for when she was remeasured as per the rules of 1865, the ship's registered tonnage was placed at 821 tons, or 94.6 per cent of the tonnage determined by the old formula. (The *Syren's* tonnage by the new measurement rules was only 82 per cent of the tonnage determined by the old measurement rules.) As built, the *Malay* was unquestionably a clipper ship in her spar and sail plan. "Lofty sparred and rakish in rig," she "crossed three skysail yards and had studding-sail booms on each yard up to the royals." The ship had big single topsails, but, nevertheless, she crossed five yards on each of her three masts. When launched, her Salem owners stated that the *Malay* had been built for general ocean service "and not with only the California trade in mind." Nevertheless, she made her first voyage in the California Cape Horn run and did quite

well, but seven years elapsed before she sailed on her second westward passage to San Francisco. During a long and active career of thirty-nine years under the American flag, the ship evidently made only five runs around Cape Horn from an East Coast or North Atlantic port to San Francisco (or a Pacific Northwest United States port). These passages are recorded comparatively herewith. Three of the five runs were made in the so-called clipper ship era (1850-1860 inclusive), and they averaged a little over 130 days. Two were made under greatly reduced rig and with a much smaller crew in the sixties and seventies, and they averaged 149 days. The average length of all five passages made in her lifetime and spread over a period of some twenty years was 138 days.

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Nat Brown, Jr.	Boston	Sept. 14, 1852	Jan. 10, 1853 (also stated Jan. 9)	118 (also 117)	116
Ran from Cape St. Roque to 50° S. Atlantic in 17 days and from 50° S. Pacific to the equator in 20 days—which is good sailing. All the thirteen sizable clippers clearing East Coast United States ports for San Francisco during the months of Sept. and Oct. 1852 made relatively good runs. These ships (in addition to the MALAY), with their reported length of passages, were: GOLDEN CITY (810 tons), 118 days; JOHN WADE (638 tons), 117 days; CHARLES MALLORY (698 tons), 115 days; COMET (1,836 tons), 112 days; GEM OF THE OCEAN (702 tons), 120 days; NORTHERN LIGHT (1,021 tons), 117 days; WILD PIGEON (996 tons), 118 days; FLYING DUTCHMAN (1,257 tons), 104 days; DAUNTLESS (791 tons), 116 days; WESTWARD HO (1,650 tons), 103 days; JOHN GILPIN (1,089 tons), 94 days; FLYING FISH (1,505 tons), 92 days.						
No. 2	Joseph W. Wilcomb	New York	Sept. 4, 1859	Jan. 31, 1860	149	149
All the ten clipper ships that sailed from East Coast ports to California during Aug. and Sept. 1859 made relatively slow passages, the average being 148½ days; shortest, 132 days; longest, 170 days. Eight of these ten passages were over 140 days, and the other two were in 132 and 139 days, respectively.						
No. 3	Joseph W. Wilcomb	Boston	Oct. 18, 1860	Feb. 21, 1861	126	125
The clipper ship sailing before the MALAY was the LOOKOUT, which cleared New York Oct. 11 and made a passage reported as 130 days. The clipper following the MALAY was the RADIANT, which cleared Boston Oct. 20 and made a run of 137 days to San Francisco. The GREAT REPUBLIC sailed from New York Oct. 24 and reached San Francisco Feb. 6 after a passage of 105 days (reported as 104 days).						
No. 4	Dudley (?)	New York	Feb. 18, 1863	July 16, 1863	148	148
Light winds except off Cape Horn, where the ship lost her fore-topmast and was severely battered and damaged. On 97 days, logged less than 100 miles each and made only 200 miles or over on 12 of the 148 days. On arrival at San Francisco, damage to ship and cargo placed at $6,300.						
No. 5	Clough	New York	July 31, 1872	Dec. 29, 1872	151	150
Light winds generally throughout passage except in the southern latitudes, where heavy weather was experienced. Took 44 days to run from Pacific equator to the Golden Gate.						

The *Malay,* following her maiden voyage to California, made four voyages to the Antipodes and, considering the sailing conditions encountered, performed very creditably. The outward passages of these four voyages (Nos. 2 to 5 inclusive) can be briefly set forth comparatively as follows:

Outward Passage to Australasia	Departure		Arrival		Length of Passage in Days	Remarks
	Port	Date	Port	Date		
No. 1	New York	Oct. 14, 1853	Hobart Town	Jan. 12, 1854	90	35 days to Atlantic equator; 65 days to meridian of the Cape of Good Hope. Erratic winds and weather running east in the Roaring Forties.
No. 2	New York	Dec. 2, 1854	Sydney	Feb. 21, 1855	81	32 days to Atlantic equator and 49 days from line to port. Encountered much heavy ice in southern latitudes, and Captain Hutchinson reported, "Had a most anxious time."

(Continued on next page)

Outward Passage to Australasia	Departure		Arrival		Length of Passage in Days	Remarks
	Port	Date	Port	Date		
No. 3	Boston	Nov. 28, 1855	Melbourne	Feb. 25, 1856	89	32 days to Atlantic equator and 57 days from line to port.
No. 4	Boston	Nov. 30, 1856	Melbourne	Feb. 18, 1857	80	Made a good run of 23 days to Atlantic equator and passed Rio on 32nd day. Was at meridian of Cape of Good Hope on 48th day and within 950 miles of destination on 69th day. Then encountered calms and light airs, requiring 11 days to complete passage.

With good luck at the end of the passage, the fourth run out to the Antipodes would have been made in 75 days. (The record is 70 days made by the *Mandarin,* Capt. John W. C. Perit, December 21, 1855-March 1, 1856, New York to Melbourne. The *Panama,* Capt. William P. Cave, made a run of 74 days 8 hours between the same ports in 1856.) The average of the four outward passages of the *Malay* to an Australasian port is 85 days, which is excellent, uniform sailing; the longest run was the first one and the shortest the last, which is contrary to the usual clipper ship performance.

On her California voyages, the *Malay* continued to sail west and circumnavigate the globe. She made two transpacific passages from San Francisco to Manila in 44 and 43 days, respectively. Two of her runs to Hong Kong were in 48 and 60 days. On her voyages to the Antipodes, the ship returned home via Calcutta or China and the Cape of Good Hope. The homeward passages from the Far East were generally made in unfavorable weather, but in 1859 she ran from Shanghai to New York in 106 days. In 1853 she was 127 days from Manila to New York; in 1862, 117 days; and in 1865, 124 days. During the latter passage, she was badly battered by gales and high seas off the Cape of Good Hope. In 1854 she ran from Calcutta to New York in 107 days and the following year made a 115-day passage from the same port to Boston.

Following her arrival at San Francisco on December 29, 1872, after completing her last westward Cape Horn passage, the *Malay* ran for a couple of years as a regular transpacific packet between San Francisco and Hong Kong. Her last passage in this trade ended with an arrival at the Golden Gate on March 30, 1875, 84 days out from Hong Kong, and the ship had experienced such terrific weather and received such a buffeting on this passage that fears had been felt for her survival. Part of the cargo had been jettisoned at sea, much water was taken aboard, and yet, we are told, "the lower hold became so hot as to threaten the destruction of the ship by fire." After survey, the *Malay* was sold at San Francisco and repaired. Re-rigged as a barkentine, she was operated in the Pacific coastwise and offshore trade. The *Malay* made several runs to Australia with lumber from Puget Sound, returning from Newcastle, N.S.W., with coal. After an arrival at San Francisco July 9, 1891, 67 days from Newcastle, the barkentine, after unloading her coal, was given a cargo of railroad ties for Mollendo. She sailed on her last voyage August 22. During heavy weather in the South Pacific, the *Malay* lost her deck load, suffered severe damage, and, leaking badly, put into Tahiti in distress. She was surveyed and condemned in October 1891, when a little over thirty-nine years old. During her sea life, she had operated for some twenty-two and two-third years as a full-rigged ship and the remainder of the time as a three-masted barkentine, with yards only on the foremast and with a small "economy" crew.

The *Aurora* of 1,396 tons was the largest of the clippers built for and owned by Pickman and associates, of Salem. She was described as an extreme clipper, and this is evidently a correct designation. When loaded to "her maximum draft of 21 feet" in 1861, she carried only "1,483 short tons of wheat," which is equivalent to 1,324 long tons, and that is 72 tons less than, or only 95 per cent of, the ship's registered tonnage. It was said by contemporaries that the *Aurora* had "fine lines on both ends with a long sharp entrance" and was "of a good model for speed." She is reported to have cost her owners $83,400 when equipped ready for sea, or $60 per registered ton. Howe and Matthews, Massachusetts marine historians, affirm that the *Aurora* "at times showed great speed, although on no occasion did she have such continued favorable weather conditions as to enable her to make a complete passage of any particular note." The ship made five westward Cape Horn passages from East Coast United States ports to California, of which the following table gives a comparative record:

California Westward Passage	Captain	Departure: Port	Departure: Date	Arrival at San Francisco	Length of Passage in Days: Elapsed Time	Length of Passage in Days: As Reported
No. 1	Nathaniel Brown, Jr.	Boston	Dec. 3, 1853	Apr. 10, 1854 (via Rio de Janeiro)	128	126 (125 at sea)

Put into Rio de Janeiro on Jan. 25, when 53 days out, because of a mutinous crew. Ran from Rio to San Francisco in fast time of 72 days. The GOLDEN FLEECE of 968 tons entered San Francisco the same day as the AURORA; passage, 127 days. The TELEGRAPH (1,078 tons) cleared Boston Dec. 2 (also recorded Dec. 1) and reached San Francisco on Apr. 16, 135 days later, but she put into Valparaiso for repairs en route and reported a passage of 119 sailing days. Four clippers clearing ten to twenty-one days after the AURORA reached port on or prior to Apr. 10.

No. 2	Nathaniel Brown, Jr.	New York	Dec. 2, 1854	Apr. 3, 1855	122	121

The clipper ship sailing before the AURORA was the SPITFIRE (1,549 tons), which cleared Boston Nov. 30 and ran to San Francisco in 118 days. The sailings following the AURORA were: SPARKLING WAVE sailed from Philadelphia Dec. 6, 122 days via Montevideo; WATER WITCH cleared New York Dec. 6, 120 days.

No. 3	Clough	New York	Jan. 7, 1856	Apr. 29, 1856	113	112

Was 500 miles from the Golden Gate when 105 days out. Only two other clipper ships cleared from East Coast ports for San Francisco during the fourteen-day period Jan. 1-14, 1856. These ships, with their passages, were: WILD HUNTER (1,081 tons) cleared Boston Jan. 5, 112 days; GOLDEN CITY (810 tons) cleared New York Jan. 7, 113 days.

No. 4	Clough	New York	Apr. 4, 1857	Nov. 6, 1857	216 (or 215)	174 at sea; 146 days on course (also stated as 175 days at sea and 145 on course)

Put into Rio de Janeiro June 13, when 70 days out, having broken rudderhead off the Falkland Islands and returned to Rio for repairs. Was 105 days to San Francisco. An unfortunate passage, on which the ship suffered damage and delays associated therewith, but did slow work under canvas also.

No. 5	Clough	New York	Aug. 30, 1860 cleared (sailed Sept. 1)	Jan. 19, 1861	142	139

The only clipper ship sailing from an East Coast port for San Francisco during the twenty-two-day period Aug. 16-Sept. 7, 1860, inclusive. The RINGLEADER and FLYING CHILDERS, sailing Sept. 10 and 12, made passages of 115 and 114½ days, respectively, and arrived at San Francisco fifteen and thirteen days, respectively, ahead of the AURORA.

The *Aurora* made three westward transpacific passages between San Francisco and Hong Kong in 43, 48, and 47 days and two eastbound between these ports in 49 and 48 days, respectively, which is unusually uniform sailing and somewhat better than average time. On the eastward runs, she was evidently engaged in importing "oriental laborers" into California. In 1862, when the state of California brought suit against the owners of ships for bringing Chinese coolies into the United States in violation of the country's passenger and immigration laws, the *Aurora's* owners or charterers were obliged to pay a fine of $3.00 per head for all that she had landed in San Francisco.

The ship made five homeward passages from Manila, the fastest being 101 days to Boston (with 78 days from Anjer) in 1863 and 103 days to New York (88 days from Anjer) in 1854 on the last lap of her maiden voyage. In 1861, following a Cape Horn westward passage of 139 days, the *Aurora* returned east, also around the Horn, making a run of 122 days from San Francisco to Queenstown.

In June 1863, during the Civil War, when so many American ships were being laid up or sold abroad because of the fear of Confederate raiders and the high cost of marine insurance on both Union ships and their cargoes, the *Aurora* was reported as sold to the British—"terms private." Whether or not this first reported sale was legitimate is unknown. The *Aurora* sailed from New York August 21, 1863, under the British flag for Melbourne, from which port she proceeded to India and returned with a cargo to England. For a time the ship engaged in the British-Indian trade. In August 1865, she was making a passage from Calcutta to Boston when she had to put back in a leaky condition for repairs, which necessitated dry-docking at Calcutta.

The *Aurora* was registered for a time as being owned by Fisher & Ricardo, with Bombay the hailing port. In 1868, Bixkell & Company, of Liverpool, and in 1870, G. & R. S. Walker, of London, were the owners of record. In the early seventies (about 1871), it was reported that the *Aurora* was burned somewhere near Bombay. We are told that the ship "was found to have been loaded with bogus cotton" and that "the captain and officers were accused of setting her on fire and afterwards

tried and convicted." The *Aurora* was approaching eighteen years of age when she was destroyed by fire.

The medium clipper ship *Derby* of 1,062 tons was apparently well built and lived to a ripe old age, but she was rather too full in model to be designated a "medium" clipper. When she was measured for tonnage according to the new rules and formula adopted in 1865, which took into full consideration the model and shape of a ship (and not, as heretofore, only the prime dimensions of length, beam, and depth), the new registered tonnage was actually more than that figured by the old rules—a fact that was most unusual and surprising and proved that the *Derby* was a full-modeled ship.

The *Derby* made ten westward Cape Horn passages to California. In that trade, she was a rather slow but steady performer and a very reliable carrier. In her fifteen years of service as a Cape Horner, the *Derby* made her fastest passage in 117 days (No. 9) and her slowest in 155 days (No. 3). Three passages were made in 125 days or less, and five required 139 days or more to complete. The average length of all ten passages from either Boston or New York to San Francisco was 135½ days. The average length of the three sailed during the clipper ship era (1850-1860) was 136 days and of the last three (1868-1871), 129 days. A comparative record of the sailing performance of the *Derby* on her ten westward Cape Horn passages to California is presented herewith:

California Westward Passage	Captain	Departure		Arrival at San Francisco	Length of Passage in Days	
		Port	Date		Elapsed Time	As Reported
No. 1	Hutchinson	Boston	Jan. 22, 1856	May 21, 1856	120	120
To Atlantic equator in 23 days. Passed Cape Horn Mar. 22, when 60 days out. Crossed Pacific equator Apr. 23, when 92 days out, but required 28 days to run from line to destination.						
No. 2	Hutchinson	New York	Jan. 2, 1859	May 18, 1859	136	133 (also 134)
Three clipper ships sailing before her had passages of 140, 141, and 158 days, respectively, port to port. The clipper ship following her was the HURRICANE (1,608 tons), which sailed about one week after the DERBY; passage, 142 days (also stated 141 days).						
No. 3	Hutchinson	New York	May 15, 1860	Oct. 19, 1860	157	155
No other clipper ship sailed within eighteen days before and ten days after the clearing of the DERBY. The BLACK PRINCE (1,061 tons), sailing ten days after the DERBY, reached San Francisco the same day (Oct. 19), although the passages were reported as 155 and 146 days, respectively.						
No. 4	Hutchinson	New York	Aug. 10, 1861	Jan. 2, 1862	145	144
Reported generally unfavorable weather conditions throughout passage.						
No. 5	Allen	Boston	Nov. 28, 1862	Apr. 28, 1863	151	150
A slow passage due to either continued light winds or gales. Had heavy weather off Cape Horn.						
No. 6	Manson	New York	July 17, 1866	Nov. 21, 1866	127	125
To Atlantic equator in 34 days. Was at 50° S. Atlantic in 62 days. Required 20 days to round the Horn from 50° to 50° S. Crossed Pacific equator on 106th day and ran from line to destination in fast time of 19 days.						
No. 7	Manson	New York	Aug. 9, 1867	Dec. 26, 1867	139	139
Reported light weather, with insufficient winds. This was about an average passage for the DERBY, with "her usual luck" as to weather.						
No. 8	Goff	New York	Sept. 2, 1868	Jan. 20, 1869	140	139
Practically a duplicate of her preceding passage. Light winds generally, with some calms, but with gales off Cape Horn.						
No. 9	Goff	New York	Jan. 3, 1870	Apr. 30, 1870	117	117
To Atlantic equator in 27 days. Was at 50° S. Atlantic in 47 days. Rounded the Horn in 13 days. Had poor sailing conditions in South Pacific, requiring 33 days to run from 50° S. to line. Crossed equator 93 days out and ran from line to destination in 24 days.						
No. 10	Goff	New York	Nov. 23, 1870	Apr. 4, 1871	132	132
Her last westward Cape Horn passage, although she made one running eastward, San Francisco to Liverpool, Oct. 1872-Feb. 1873.						

On her maiden voyage, the *Derby* was one of three clipper ships that cleared East Coast United States ports for California during the three-day period January 20-22, 1856. All these vessels arrived at San Francisco within a day of each other, which was unusually uniform sailing over a 16,000-mile course. Five clippers arrived at San Francisco during May 21-22, 1856, the particulars of which and of their passages are as follows:

Name of Clipper	Captain	Tonnage	Year Built	Builder	Departure Port	Departure Date 1856	Arrival at San Francisco 1856	Length of Passage in Days
ALEXANDER	Holway	596	1852	Hayden & Cudworth, Medford, Mass.	New York	Jan. 20	May 22	123
SULTAN	Wyman				New York	Jan. 20	May 21	122
DERBY	Hutchinson	1,062	1855	John Taylor, Chelsea, Mass.	Boston	Jan. 22	May 21	120
NABOB	Bartlett	1,246	1854	John Taylor, Chelsea, Mass.	Boston	Jan. 29	May 21	113 (also stated 112)
RAMBLER	Lothrop	1,119	1854	Hayden & Cudworth, Medford, Mass.	Boston	Dec. 31, 1855	May 22	143 (reported 142)

On the *Derby's* second passage to California (made early in 1859), the ship sailed five days after any ship that preceded her in clearing for the same destination and a week before the first ship to follow her; yet she was one of six clipper ships that arrived at San Francisco May 17-18, 1859. The particulars of these vessels and of their passages are as follows:

Name of Clipper	Captain	Tonnage	Year Built	Builder	Departure Port	Departure Date	Arrival at San Francisco 1859	Length of Passage in Days
GOLDEN ROCKET	Pendleton	608	1858	Brewer, Maine	Boston	Dec. 11, 1858	May 18	158
NIGHTINGALE	Peterson	1,066	1851	Samuel Hanscomb, Jr., Portsmouth, N.H.	Boston	Dec. 21, 1858	May 18	148
STORM KING	Callaghan	1,399	1853	John Taylor, Chelsea, Mass.	New York	Dec. 28, 1858	May 18	141 (reported 138)
QUEEN OF THE SEAS	Crowell	1,356	1852	Paul Curtis, Medford, Mass.	Boston	Dec. 28, 1858	May 17	140 (reported 139)
DERBY	Hutchinson	1,062	1855	John Taylor, Chelsea, Mass.	New York	Jan. 2, 1859	May 18	136 (reported 133; also 134)
LOOKOUT	Sherwood	1,291	1853	Chase & Davis, Warren, R.I.	New York	Jan. 24, 1859	May 17	113 (reported 112)

Voyage No. 2 of the *Derby* followed her maiden voyage in the California trade and consisted of an outward passage to Hong Kong and a return home after loading at Calcutta. The ship's other voyages during her career as an American vessel were all in the California trade interspersed at times with intermediate voyages in the Pacific or Orient. The continuation and completion of the *Derby's* ten California voyages resulted in the following passages:

California Voyage No. 1: From San Francisco June 11, 1856, to Hong Kong (July 25) in 43 days. Went to Calcutta and left Sand Heads Mar. 29, 1857, for Boston; was 53 days to the Cape of Good Hope, 77 days to Atlantic equator, and ran from line to Boston in 23 days, where she arrived July 7, 1857, after a passage of 100 days.

California Voyage No. 2: From San Francisco June 9, 1859, made a 63-day run to Manila, where she arrived Aug. 6, and continued home.

California Voyage No. 3: From San Francisco Nov. 29, 1860, eastward around Cape Horn direct to New York, where she arrived Mar. 27, 1861, after a passage of 118 days (24 days from line to New York).

California Voyage No. 4: From San Francisco Feb. 8, 1862, to Manila (Mar. 31) in 50 days. (Was beaten by the *Dashing Wave* of 1,180 tons by nine days on this run; the *"Wave"* sailed five days after the *Derby* and reached Manila four days ahead of her.) Left Manila May 18, 1862, for Boston.

California Voyage No. 5: From San Francisco May 26, 1863, to Hong Kong (Aug. 4) in very slow time of 69 days. (All other ships sailing about this time across the Pacific made slow runs.) Returned from Hong Kong to San Francisco in

59 days. Then made two complete round voyages between San Francisco and Hong Kong, running out in 55 and 62 days and returning in 59 and 54 days (all long passages for a clipper). As the Civil War was on, the *Derby* was kept in the North Pacific (1863-1865). Also made a round voyage between San Francisco and Puget Sound. Left San Francisco Aug. 8, 1865, on her second eastward Cape Horn passage and arrived at Swansea, Wales, Dec. 8 after a passage of 122 days.

California Voyage No. 6: From San Francisco Dec. 17, 1866, on her third eastward Cape Horn run, going direct to Liverpool, where she arrived Apr. 17, 1867, after a passage of 121 days.

California Voyage No. 7: From San Francisco Jan. 22, 1868, on her fourth eastward Cape Horn run, going direct to Liverpool, where she arrived May 21, 1868, after a passage of 120 days.

California Voyage No. 8: From San Francisco Feb. 11, 1869, for Mazatlan. Sailed from there May 11 on her fifth eastward Cape Horn run, going to Liverpool, where she arrived Sept. 7, 1869, after a passage of 99 days. Arrived at New York Nov. 6, 1869, crossing the Atlantic westbound in 33 days from Liverpool.

California Voyage No. 9: From San Francisco June 25, 1870, on her sixth and fastest eastward Cape Horn passage, sailing to New York direct and reaching that port Oct. 4, 1870, after a good run of 101 days.

California Voyage No. 10: From San Francisco May 5, 1871, for Manila, commencing what developed into three round voyages between San Francisco and Manila, with outbound passages reported as 55, 48, and 60 days and return passages as 52, 52, and 71 days, respectively. Sailed from San Francisco Oct. 17, 1872, on her seventh eastward Cape Horn passage and arrived at Liverpool Feb. 6, 1873, after a run of 112 days.

Of the *Derby's* seven eastward Cape Horn passages, six originated in San Francisco with direct sailings to North Atlantic ports. Two of these passages were to New York in 118 and 101 days, respectively—an average of 109½ days; three were to Liverpool in 121, 120, and 112 days, respectively, and one to Swansea in 122 days—an average of these four runs to British ports of 119 days. The average length of all six direct passages from San Francisco to North Atlantic ports was a scant 116 days (shortest, 101 days to New York; longest, 122 days to Swansea, Wales). The sailing performance of the *Derby* in transpacific trade, in which she made six round voyages, was slow, and the ship is not credited with any fast run in the China or India trades.

In 1876, the *Derby,* with no change of name, was operating under the German flag. In the fall of 1881, she crossed the Atlantic eastbound from New York (October 26) to Bremen (November 18) in 23 days. Later, the ship was acquired by the Norwegians and in 1890, when thirty-five years old, was registered as of 1,085 tons, still under the same name, *Derby,* but operating under the Norwegian flag in the North Atlantic timber and lumber trade. The further career and end of the ship are unknown.

The firm of Silsbee, Pickman & Allen, of Salem, was prominent practically until the end of sail in the East Indian trade. In 1861 the first of a trio of important ships especially designed for the Philippine hemp trade was built by John Taylor. The model of this little vessel, the *Sooloo (II)* of 784 tons, was far too full to classify as a medium or "half" clipper. The second ship of the Salem-owned Philippine trade trio was the *Mindoro* of 970 tons, built by John and Justin Taylor, East Boston, and launched in November 1864. This ship, it was distinctly stated, "was modelled for a carrier and not for speed," and her total cost, equipped and ready for sea, was reported as $123,607. This was extremely—and unbelievably—high, notwithstanding the fact that the ship was well built of the best procurable materials and liberally outfitted, with the mounted cannon and stands of arms that ships carried in that trade to repel any pirates that were likely to be encountered in the eastern seas. Throughout her career, the vessel made only one westward passage around Cape Horn (this was on her maiden voyage from New York to San Francisco and around the world home via Hong Kong and Manila). The first master of both the *Sooloo (II)* and *Mindoro* was Capt. Charles H. Allen, Jr. The *Panay* of 1,190 tons, the last of the famous Salem-Philippine Islands trio, was built in Boston in 1877 for the firm of Silsbee, Pickman & Allen, or its surviving members, but the records also give George H. Allen as the registered owner. Her cost was reported as $74,580 (or about $62.7 per ton), a much more reasonable figure than the stated cost of the *Mindoro.* The *Panay,* like the other two members of the trio, proved to be a reliable, successful, and lucky ship, but she did not end her days as a tow barge, as she was lost on the island of Simara in the Philippines in 1890, when only thirteen years old. It is significant that this trio of ships, whereas owned in Salem, sailed out of Boston. For many long years, Salem had had no harbor depth of water or facilities for handling even moderately sized vessels. Further details of these ships are given in the section covering the Manila trade in Volume IV.

APPENDIX III

THE SHIP-DESIGNING, BUILDING, AND OPERATING EXPERIENCE OF THE AUTHOR DURING THE TRANSITION PERIOD IN THE AMERICAN MARINE, BOTH MERCANTILE AND NAVAL, FROM WOOD TO STEEL AND FROM SAIL TO STEAM

William A. Fairburn as Apprentice, Draftsman, Naval Architect and Marine Engineer, and Operating Superintendent Engineer — 1890-1908

This appendix has been added for the reader interested in the contribution of Mr. Fairburn to ship design and construction. The material has been compiled (seven years after his death) from shipbuilding records, letters, papers read before engineering societies, and articles published in newspapers and marine journals.

Arranged and Edited for the

FAIRBURN MARINE EDUCATIONAL FOUNDATION BY

ETHEL M. RITCHIE

William A. Fairburn was a Maine man, "with salt water in his blood." His family had been on the sea and in shipbuilding for generations. Although his work took him away from Maine for a few years, he returned there in the 1920's and maintained his legal residence at Center Lovell. He died at his home on Lake Kezar on October 1, 1947, at the age of seventy-one years. In the preparation of his history of merchant sail, the state of Maine—with his old home of Bath—has been given the recognition due for *the first, the best, and the last in sail,* both wood and steel. The section on Maine (Volume V, pages 3099-3600) is complete from the building of the first vessel on the American continent in 1607 (the *Virginia of Sagadahock* by the Popham colonists) to the last wood square-riggers built in the 1890's, the last full-rigged wood ship constructed in the world (the *Aryan* in 1893), the only steel fleet of sailing vessels built in the United States (1894-1902), the largest wood sailing vessel, of any rig, ever built and put in service (the schooner *Wyoming* in 1909), and the last merchant sailing vessel constructed in the United States (the schooner *Laura Annie Barnes* in 1921). Although Mr. Fairburn embarked on an entirely different career following his withdrawal from shipbuilding and operation in 1908, he always maintained his innate interest in and love for ships and the sea, and he arranged, as a public service, for the Fairburn Foundation to publish his

collected notes and writings on ships under the title of MERCHANT SAIL. The first two volumes were printed under very strenuous conditions during the 1940's. At the time of his death, the third volume was set in type, while the fourth volume was arranged. The material printed in Volume V was left in pencil manuscript. The remaining notes have been arranged and incorporated as Appendixes I and II in this the sixth volume.

Mr. Bernard S. Leslie, of Beverly, Mass. (a past president of the Beverly Historical Society), has taken the greatest interest and given much encouragement in the completion of this work. He has requested that the remark of Mr. Fairburn be repeated here as an explanation of the author's sustained interest in compiling such a monumental and complete work on sailing ships, the effect of ships on history and of history on ships. Pointing to his model in full sail of the four-masted steel shipentine *Erskine M. Phelps,* Mr. Fairburn said:

> In a few more years, no one will be left who
> can say of a sailing vessel, "That is my ship."

Relating only the outstanding achievements of a career, without mention of personal adversities and disappointments, animosity and jealousy encountered, and the struggle for a living as well as an education, not only makes dull reading but also gives an incorrect impression that all was "smooth sailing." Let the interested reader have in mind that Mr. Fairburn's disillusionment was so great that at the age of thirty-three years he left the ship-designing and operating field and resigned all memberships in technical associations. The only exception was the North East Coast Society of Engineers and Shipbuilders (British), of which he had been elected a life member. He was a member of the Society of Naval Architects and Marine Engineers, Society of Naval Engineers, Society of Mechanical Engineers, Institute of Electrical Engineers, Institute of Naval Architects (British), and Association Technique Maritime (French).

Bath, Maine, was the greatest wood shipbuilding center in the world when Gen. Thomas Worcester Hyde founded the iron and steel shipbuilding plant of the Bath Iron Works in the fall of 1889. William A. Fairburn, a graduate of the Bath High School at the age of fourteen years, was one of the first employees when in 1890 he apprenticed himself for four years to learn the trade of a practical iron shipbuilder. The hours of work were eleven (later reduced to ten) six days a week. By the fourth year of his apprenticeship, he received $1.25 per day, and as an acknowledged journeyman mechanic he received $2.25. As Bath was reaching the end of its square-rigged deep-sea shipbuilding days (long after all its competitors had given up wood ship construction), labor was abundant and wages were low. At the Bath Iron Works, iron ship-fitters were paid 25 cents per hour; riveters, 22½ cents; chippers and caulkers, 22½ cents; carpenters for building ways, staging, etc., 20 cents; drillers and reamers, 16 to 17½ cents; and common labor, 15 cents per hour. In the 1890's, the Bath Iron Works earned a great reputation for the high quality of its products. One authority has written: "The workmanship and mechanical efficiency [evident in Bath Iron Works' vessels] were of such a uniformly high grade that by the turn of the century [1900] the plant had a reputation in the Navy Department which was the envy of other yards. In the Navy, an officer assigned to the command of a Bath Iron Works-built vessel soon became, as a matter of course, the recipient of special congratulations."

The shipyard superintendent at the Bath Iron Works, under whom Mr. Fairburn served his apprenticeship, was Charles Schofield, a man of experience and ability. Mr. Schofield put him "through the mill" and gave him the widest experience as a ship-fitter, riveter, chipper and caulker, driller and reamer, mold-loft and template worker, gang leader, rivet tester, etc. Part of his time was devoted to the boiler shop, machine shop, carpenter and joiner shops, wood finishing, etc. At home, he studied theoretical naval architecture and prepared himself to qualify as a draftsman. He was a natural mathematician and, to borrow a phrase, "powerful in calculation." Charles E. Hyde, head of the engineering department, said: "Young Fairburn has the greatest aptitude for figures of any person that I have either known or heard of." A. L. Rounds, the best calculator of the old drawing room staff, remarked: "If you put Fairburn in a well a hundred feet deep and gave him a lead pencil, he would quickly figure his way out." It was General Hyde's expressed wish that Mr. Fairburn should train for an executive position with the company. However, when he informed General Hyde that he was determined to take the course in Naval Architecture and Marine Engineering at Glasgow University, Scotland, the leading school in the world, both General Hyde and his

son Charles E. Hyde encouraged him, and they made it possible for him to obtain drafting room experience at the Bath Iron Works.

In the MAGNET, periodical of the Y.M.C.A., issue of October 1895, appeared the following item under the caption, "Course in Naval Architecture at Bath, Maine, Originated and Conducted by W. A. Fairburn":

> Naval Architecture or theoretical shipbuilding is a science of which little is known in Bath. About twenty of the mechanics of the Shipyard Department of the Bath Iron Works, with a few interested young men of this city, are the students in this class. Great interest is manifested, and the young men who are engaged in the shipbuilding industry are very enthusiastic over the study and fully appreciate the benefits derived from the Association. Mr. Fairburn, the instructor, uses the blackboard considerably, and by aid of models well adapted for instruction purposes clearly proves every point as he goes along.

The Bath DAILY TIMES made the following comment under the caption, "Wood versus Steel Ships—First Lesson in Naval Architecture at the Y.M.C.A.":

> A large number of young men met Mr. W. A. Fairburn at the Y.M.C.A. last Friday evening to take up the study of Naval Architecture. The opening lesson was somewhat of a lecture describing the work of the naval architect, and how he must proportion the various necessary qualities so as to secure the maximum efficiency of the ship in her peculiar vocation. The shipowner's first want is that his ship shall be of such construction and character as shall earn for him the greatest amount of money in a given time.
>
> The most interesting point touched upon Friday evening, and one that will not fail to interest all Bath shipbuilders and shipowners, was the talk concerning the comparative merits of wood and steel as a shipbuilding material. Mr. Fairburn, after mentioning a few points in which wood had a slight advantage, proved that a steel sailing ship weighs, when built, from 25 to 30 per cent less than a wooden one, and that she will carry 115 tons of cargo to every 100 tons carried by a wood vessel. He then gave many other minor reasons to prove an iron or steel ship's general superiority.
>
> The composite type of construction was spoken of and as this type combines the good points of both wood and iron to a large degree, Mr. Fairburn looks upon it as the coming type of construction in vessels of ordinary size and proportions. Three vessels at the Iron Works are now being constructed this way, and fully 40 per cent of the yachts now built in this country are composite.
>
> For very large vessels steel will undoubtedly remain as the material of construction for many years to come, and to overcome the great difficulty experienced by fouling and corrosion in vessels that have to keep at sea for very long periods, such as cruisers on foreign stations, thin wood sheathing, coppered and well secured to the under water part of the steel ship, is being extensively adopted.
>
> If an iron or steel vessel is docked and well painted with a suitable preparation every six or nine months, she can be kept in remarkably good condition and will outlive two ordinary wood vessels.
>
> The class in Naval Architecture will meet in the future every Wednesday evening at 7:30.

In the spring of 1896, the MAGNET reported on the satisfactory work accomplished through the Educational Classes of the Y.M.C.A. "Never in the history of the Association has there been a class conducted with such gratifying results as the class in Naval Architecture. It has been carried on without interruption and every member feels well repaid for his time." The AMERICAN SHIPBUILDER (April issue) said:

> An evening school in practical and theoretical Naval Architecture was organized in Bath, Maine, last fall in connection with the Bath Iron Works and the Y.M.C.A. It has already proved a grand and complete success, and it would be well for other shipbuilding concerns in this country to follow suit and educate their workmen and especially the apprentices on this subject. This is done to a very great extent in Europe, and it is gratifying to know that at last it is being adopted in our own country. William A. Fairburn, Draftsman at the Bath Iron Works, is the efficient instructor of the Bath school.

By writing articles for engineering magazines and marine journals, Mr. Fairburn earned the money to enroll at Glasgow University for the post-graduate course in Naval Architecture and Marine Engineering. It was acknowledged to be the finest in the world, with Professor J. Havard Biles as instructor. When he died in 1933 at the age of seventy-nine years, the Associated Press announcement said in part: "Sir John Havard Biles has been called 'the greatest living authority on Naval Architecture.' In the pursuance of his profession, he had visited India, Australia, the United States, Canada, Japan, and China, as well as nearly all European countries. In 1913, he was created a knight and, in 1922, was made a knight commander of the Indian Empire, and was consulting Naval Architect to the High Commissioner of India. . . . Educated at the Royal School of Naval Architecture and Marine Engineering and the Royal Naval College, Greenwich, he was appointed a naval constructor to the Admiralty in 1877, serving in the capacity until 1881, when he became Naval Architect and

Manager of the Clydebank Shipyard, Glasgow, Scotland. He accepted the professorship of Naval Architecture at Glasgow University in 1891 and held that chair until 1921."

In June 1897, the Bath DAILY TIMES printed the following item under the caption, "First Among Thirty—A Bath Boy, William A. Fairburn, Passed the Examinations in Naval Architecture at the Glasgow University at the Head of Two Classes":

It is very hard to beat the good old city of Bath in anything, but especially in aught that relates to the science and art of building ships. Bath has just won another decisive victory in this line over the world in the following manner.

Over thirty students from all parts of the world took the final examinations in naval architecture recently at the University of Glasgow, Scotland. Of the thirty, nine were from the United States, four of these being naval constructors in the United States Navy.

In the Senior Class the only four who passed the examinations were Americans, and in the Junior Class three Americans were the only students succeeding in passing.

But the most gratifying part of the whole affair was that William A. Fairburn, the well-known Bath Iron Works draftsman, obtained the highest rank in both the Junior and Senior Classes.

Gen. Hyde expresses himself as greatly pleased with Mr. Fairburn's work at the English university, and so do Supt. C. R. Hanscom and the other officials at the Works. They look upon it as a great victory for Bath, as indeed it is.

The TIMES takes great pleasure in congratulating Mr. Fairburn on his work.

Professor J. Havard Biles certified that "William A. Fairburn attended this class [of Naval Architecture and Marine Engineering] with regularity, duly performed the work of the class, attended the examinations and passed with *great* distinction, receiving the Class Prize." Professor Biles sent the following letter under date of April 6, 1897:

Dear Mr. Fairburn:

I have your note of the 24th March and am glad to know that you are pleased with your work in Glasgow. I congratulate you upon the result of your examinations. Copy of results is enclosed. I have also to congratulate you upon the work you have done during the sessions. I hope you will do as well in your profession, and shall be glad to hear from you at any time.

I should like to have the opportunity of looking through the notes you have made of the Lectures, if you can spare them at any time; as I judge from your examination papers that you must have careful and accurate notes. If you care to lend them, please send them to Southampton, expressed to c/o American Line; carriage forward.

With kind regards, I am

Yours faithfully,
J. H. Biles

Please let us know at once what books you choose as prizes. Usual thing is a book like Reed's STABILITY; Taylor's RESISTANCE; White's NAV. ARCH., etc., etc. [The prizes presented by Glasgow University consisted of two volumes by Pollard and Dudebout, the finest published technical work on Naval Architecture, bound in distinctive University morocco binding, with the coat of arms and motto, *Via • Veritas • Vita.*]

On July 29, 1897, the MARINE REVIEW printed the following item under the heading, "Students of Naval Architecture in Glasgow":

Professor Biles of the Glasgow University, who is very well known as a naval architect in the United States, is attending the congress, and on the several excursions he took occasion to renew acquaintances with the American delegates. Mr. James Swan and Mr. Austin Sperry, two students of naval architecture "from the States," as they say here, were also in the American party. These young men, who attended Professor Biles' lectures during the past year, speak very highly of him, and they are also very earnest in their praises of the Glasgow school, as regards the practical knowledge which they secured. There was quite a little colony of American students in Glasgow during the winter. The list included W. G. Groesbeck of Cincinnati, L. S. Adams of Concord, Mass., H. A. Evans of Florida, R. H. M. Robinson of Ohio, James Swan of Boston, M. H. McGann of Philadelphia, E. S. Alexander of York, Pa., W. A. Fairburn of Bath, Me., H. N. Whittlesey of Minneapolis, and Austin Sperry of San Francisco. The four first named are naval cadets [prize graduates of Annapolis and Assistant Naval Constructors of the U.S. Navy]. All of the others are young men who are expecting to find positions in American shipyards. Some of them will return next winter and will probably take private instructions from Professor Biles, as has been the case with several of them during the past year. . . .

The experience of Mr. Fairburn from 1890 to 1908 was obtained during a most eventful period in the maritime history of the United States. He took a prominent part in the building of the last wooden ships and the first and only American steel sailing fleet. He designed and built America's first steel cargo steamer (or tramp). He was actively connected with either the design or practical construction of the fastest steamboat in the United States, the fastest ocean-going steam yacht in the world, the largest American steam yacht, the first British type of steam yacht built in the United

States, the first composite-built vessel constructed in the United States, the first steel wood-sheathed vessel ever built, the first gunboats of the "new" U.S. Navy, the first torpedo boats and destroyers, the first modern coast defense monitors, the fastest torpedo boat of its weight in the world, the only modern sailing vessel of the U.S. Navy (training ship), the first composite and steel, electric-lighted, deep-sea light vessels ever built, and the first U.S. Army transport. Mr. Fairburn was the designer and builder of the two largest cargo and passenger steamships built in the world (the *Minnesota* and *Dakota)* and the designer of the plant to construct these mammoth vessels at Groton, Conn., for James J. Hill of the Great Northern Steamship Company. In the design of three sister vessels for Edward H. Harriman of the Southern Pacific Railroad and Steamship Systems, Mr. Fairburn revolutionized the design and construction of coastwise steamships. The *Momus, Antilles,* and *Creole* were the first substantial and comfortable seagoing vessels for the coastwise trade. The following table illustrates the transition period from wood to steel and from sail to steam. These sailing vessels were the last United States-built ships, shipentines, and barks. Mr. Fairburn was deeply interested in them and, in the later years, played an important part as consulting naval architect to Arthur Sewall & Company. (In addition, the following three-masted wood barks were built at Bath: *Matanzas* in 1889, *St. Katherine* in 1890, and *Pactolus* in 1891.) All of these sailing vessels are described elsewhere in this work. The S.S. *Winifred,* built from designs by Mr. Fairburn, completes the transition from wood sail to steel steam.

Year	Name	Tonnage Gross	Material	Rig	Builder
1890	RAPPAHANNOCK	3,185	Wood	3-masted ship	Arthur Sewall & Co., Bath, Maine
1890	ST. MARY	2,043	Wood	3-masted ship	C. V. Minott, Bath (Phippsburg), Maine
1890	SHENANDOAH	3,406	Wood	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1891	PARTHIA	2,495	Wood	3-masted ship	Houghton Bros., Bath, Maine
1891	SUSQUEHANNA	2,744	Wood	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1892	ROANOKE	3,539	Wood	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1892	OLYMPIC	1,469	Wood	4-masted bark	New England Co., Bath, Maine
1893	ARYAN	2,124	Wood	3-masted ship	C. V. Minott, Bath (Phippsburg), Maine
1894	DIRIGO	3,004	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1898	ERSKINE M. PHELPS	2,998	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1899	ARTHUR SEWALL	3,209	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1899	EDWARD SEWALL	3,206	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1899	KAIULANI	1,570	Steel	3-masted bark	Arthur Sewall & Co., Bath, Maine
1900	ASTRAL	3,292	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1901	WILLIAM P. FRYE	3,374	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1901	ACME	3,288	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine
1902	ATLAS	3,381	Steel	4-masted shipentine	Arthur Sewall & Co., Bath, Maine

(Continued on next page)

Year	Name	Tonnage Gross	Material	Rig	Builder
1898	WINIFRED (triple-expansion single-screw engine; 1,000 H.P.)	2,456 (1,455 net)	Steel	2-masted steam vessel	Bath Iron Works (for Miller, Bull & Knowlton, New York)
	Dimensions: 283.5 ft. length, 42.2 ft. beam, 22.1 ft. depth.				

The WINIFRED was built cheaply for Mr. Bull, of New York, and the contract required that the old engines salvaged from the S.S. WINTHROP be used. The Bath Iron Works rebuilt the engines, but Naval Architect Fairburn protested against the propeller as fitted and that the condenser was far too small and inefficient for any ocean service and entirely unsuitable for tropical and gulf stream waters. After the trial runs, with a vacuum reported of 21½ in. on the better of two runs, Mr. Fairburn predicted that the WINIFRED, as engined and with the propeller as fitted, would not average more than 8 knots deep loaded. On her first voyage, she sailed from New York to Puerto Rico at an average speed of "about 7½ knots." After a new propeller had been fitted and certain improvements made in the propelling machinery and auxiliaries, W. A. Fairburn conducted a test, deep laden, in actual service. The regular crew was used, with the regular fuel, and no attempt was made to force the machinery or obtain speed. The average speed on the trip was 9.03 knots; best day's run, 9.6 knots; worst day's run, 8.58 knots; speed during one watch, 10.3 knots.

The record in service of the Sewall-built fleet is described elsewhere. The *Dirigo* was the first steel sailing vessel and the first four-masted sailing vessel built of metal constructed in the United States. W. A. Fairburn had nothing to do officially with either the design or construction of the Sewalls' first steel vessel, but he did much to soften the British tone in finish, rigging, and equipment. The following information is taken from his records:

In building the hull of the *Dirigo,* the Sewalls made a clean break from American traditions and virtually scrapped the accumulated experiences of the builders and operators of the famous fleet of square-rigged wood "Down Easters." Notwithstanding the demonstration of courage in making the change from wood to steel, it is evident that the Sewalls embarked with the gravest reservations on the building of steel ships, concerning which the family and their associates knew absolutely nothing. They therefore decided to start out with an absolutely clean slate and accordingly engaged a Britisher to design and build for them a British "four-masted barque."

Before this vessel was completed and rigged, however, she became in spars, sails, and gear more of an orthodox American shipentine. . . . The plans of the *Dirigo* were made by J. F. Waddington, of Liverpool, England, who had been a Harland & Wolff apprentice, and, naturally, there was a distinct look of a Belfast ship in America's first steel square-rigger. The designer and constructor of this vessel was so British, however, that he arranged to have all the steel plates and shapes required for her construction fabricated by David Colville & Sons, of Motherwell, near Glasgow, and had them brought across the Atlantic to Bath, Maine, in the British tramp steamer *Buckingham.*

The *Dirigo* could with justice be designated as a typical British four-master of the nineties. Her designer stated that she should carry 4,500 tons deadweight on a draft of 22.6 ft., and stand up without ballast—which does not mean that she could sail with safety without ballast. The vessel was built according to Lloyd's rules and scantlings and directly under their survey. Her deck plan was British, with the usual full poop and topgallant fo'c's'le and with the steel houses on the main deck connected on each end by flying bridges. She was fitted with a screw steering gear, with the helmsman protected by a steel wheel-house, open at the forward end. The *Dirigo* is reported to have spread some 13,000 square yards of canvas, and she was given the handsome American rig of skysails and single topgallant sails.

The *Erskine M. Phelps* was an improved and Americanized *Dirigo,* changed in model as much as the Sewalls would sanction in an economic sense. An exchange of letters shows that W. A. Fairburn was consulted, but his advice was followed only in so far as changes did not "cost money or require new drafting-room and mold-loft expense." The bow and stern lines were effectively improved, but not enough to require any radical change in the "bill of material" for steel plates and shapes. The Sewalls would tolerate no changes in the dimensions of the hull, but the *Erskine M. Phelps* as re-designed and built was a vast improvement over the *Dirigo* and proved her superiority in service. Called "The Clipper of the Sewall Fleet," she was the most successful of the vessels. In both design and construction, Mr. Fairburn considered her as the best vessel ever built by Arthur Sewall & Company. (She was still operating out of San Francisco in 1937.) All the steel shipentines built after the *Erskine M. Phelps* were copies of her. The differences in dimensions and tonnage were due to the addition of ten frames (added to the wall-sides) amidships, the lifting of the deck beams a few inches in the later vessels, and to variations in recorded and official measurements due to the human element involved. The end lines and cross-sectional midship shape of the *Erskine M. Phelps* were copied on the shipentines that followed her. The dimensions and model of the three

vessels built for the Standard Oil Company *(Astral, Acme,* and *Atlas)* were identical with the *Edward Sewall, Arthur Sewall,* and *William P. Frye.* All of these vessels were ten frames (or 20 ft.) longer than the *Erskine M. Phelps* and *Dirigo.*

Although W. A. Fairburn did certain consulting and drafting work on the four-masted shipentines, he always rated them low from the standpoint of the ideal. He maintained that they could have been better and safer vessels and better money-makers. He advocated a ratio of length to beam of about 6 to 1, and he fought the "cheap" practice of making the shipentines longer and bigger by merely adding a certain number of frames amidships, while keeping the same beam and depth. The *Arthur Sewall* was an unusually long and narrow ship for her spars and canvas and for the service for which she was built. Her ratio of length to beam of 7.35 to 1 is comparable with a ratio of 5.95 to 1 on the *Henry B. Hyde* and 5.55 to 1 on the *A. G. Ropes,* the best of all wood Down Easters. Mr. Fairburn severely criticized the ratio of length to beam as well as the ratio of length to depth on the stretched-out *Arthur Sewall.* This ratio was 12.97 to 1 as compared with 9.3 to 1 on the *Henry B. Hyde* and 9.06 to 1 on the *A. G. Ropes.* The *Dirigo* carried single topgallants, royals, and skysails, but the *Arthur Sewall* carried standing upper topsail yards, double topgallants, and royals. Mr. Fairburn strongly opposed the fitting of standing upper topsail yards on the *Arthur Sewall,* the curved semi-turtleback finish forward and aft, and the high solid steel bulwarks. He maintained that the vessels were designed to hold on deck an enormous weight of water that could not free itself. He suggested the building of deckhouses to act as breakwaters and prevent seas from sweeping the length of the vessels. This idea was developed and incorporated into the *Atlas* and *William P. Frye.* In 1907 the *Arthur Sewall* was lost with all hands "somewhere off Cape Horn." Many old sea salts of Bath and the command of several contemporary sailers did not hesitate to maintain that these standing yards "tripped" her in a strong blow and sent twenty-nine men to their death.

The ratios of the principal dimensions of the steel bark *Kaiulani* were in harmony with the recommendations of W. A. Fairburn. She was about half the tonnage of the big shipentines, about 107 ft. shorter, and within about 3 ft. of their beam. Her ratio of length to beam was 5⅓ to 1 as compared with a ratio of 7⅓ to 1 on the Sewall shipentines. This little vessel was considered one of the fastest square-riggers on the Pacific Ocean in the days before the first World War. Her commander declared that she could "sail around anything afloat." She was built for the Hawaiian trade, and her record in service is given elsewhere.

The Bath Iron Works built the following U.S. Navy and U.S. Lighthouse Service vessels, with which W. A. Fairburn was connected as an apprentice and later as draftsman, calculator, chief draftsman, and consulting naval architect.

Name	Year Completed	Type	Dimensions in Feet and Inches: Length B.P.	Beam	Depth	Draft in Feet and Inches	Displacement Tons
MACHIAS	1893	Gunboat	190	32	18	12- 1	1,055
CASTINE	1893	Gunboat	190	32	18	12- 1	1,055
KATAHDIN	1895	Armored ram	250- 2	43- 5	20-10	15- 1	2,182
VICKSBURG	1897	Gunboat	167- 9	36	19- 3	12	1,010
NEWPORT	1897	Gunboat	167- 9	36	19- 3	12	1,010
DAHLGREN	1899	Torpedo boat	151- 4	16- 4	9- 2	4- 7	148
T. A. M. CRAVEN	1899	Torpedo boat	151- 4	16- 4	9- 2	4- 7	148
CHESAPEAKE	1899	Training ship	175	37	27- 9	16- 6	1,192
BAGLEY	1900	Torpedo boat	157	17	10	4-10	168
BARNEY	1900	Torpedo boat	157	17	10	4-10	168
BIDDLE	1900	Torpedo boat	157	17	10	4-10	168
NEVADA	1902	Armored monitor	252	50	15- 1	12- 6	3,234
CLEVELAND	1902	Protected cruiser	292	44	31- 2	15- 9	3,200
GEORGIA	1904	Armored battleship	435	76- 1	41- 4	23- 9	14,965

Construction of the U.S.S. MACHIAS and CASTINE commenced early in 1890. The U.S.S. BAGLEY, BARNEY, and BIDDLE were designed in 1898 and built in 1899. The U.S.S. NEVADA and CLEVELAND were designed in 1898-1899, and construction was well advanced by the spring of 1900. The design of the U.S.S. GEORGIA was commenced in the winter of 1899-1900. All the vessels were built of steel except the U.S.S. VICKSBURG and NEWPORT, which were of composite construction, and the U.S.S. CHESAPEAKE, CLEVELAND, and GEORGIA, which had their underwater bodies sheathed with wood and coppered over their complete steel hull plating.

Name	I.H.P.	Speed in Knots	Number of Screws	Engines—Diameter of Cylinders and Stroke in Inches	Boilers
MACHIAS	2,046	15.46	2	16—22½—35 x 24	Locomotive
CASTINE	2,199	16.03	2	16—22½—35 x 24	Locomotive
KATAHDIN	5,068	16.11	2	25—36—56 x 36 (horizontal)	Scotch
VICKSBURG	1,118	12.71	1	15—23½—36 x 30	Scotch
NEWPORT	1,009	12.29	1	15—23½—36 x 30	Scotch
DAHLGREN	3,900	30.5	2	17—25—37½ x 21	Normand W.T.
T. A. M. CRAVEN	4,000	30.75	2	17—25—37½ x 21	Normand W.T.
CHESAPEAKE			Sail	Sail	Sail
BAGLEY	3,920	29.15	2	17—25—37½ x 21	Normand W.T.
BARNEY	3,910	29.04	2	17—25—37½ x 21	Normand W.T.
BIDDLE	3,900	29	2	17—25—37½ x 21	Normand W.T.
NEVADA	2,004	13.04	2	17—26—40 x 24	Niclausse W.T.
CLEVELAND	4,685	16.45	2	18—29—35½ (2) x 30	Babcock & Wilcox W.T.
GEORGIA	19,000	19	2	35—57—66 (2) x 48	Niclausse W.T.

Name	Year Completed	Type	Dimensions in Feet and Inches: Length B.P.	Beam Molded	Depth Molded	Draft in Feet and Inches	Displacement Tons
LIGHT VESSEL No. 66	1896	Light ship; composite	113- 1½	28- 6	20-10	12- 5½	590
LIGHT VESSEL No. 68	1897	Light ship; composite	113- 1½	29- 5	21- 9	12- 6	595
LIGHT VESSEL No. 69	1897	Light ship; composite	113- 1½	29- 5	21- 9	12- 6	595
LIGHT VESSEL No. 71	1898	Light ship; steel	113- 1½	29- 5	21- 9	12- 6	595

Each light vessel had a single screw with a vertical propelling engine of 350 H.P. Dia. of cylinder, 20 in.; stroke, 22 in.; Scotch boiler.

The steel lighthouse tender MAYFLOWER of 572 gross tons was built in 1897 (650 H.P. twin-screw vertical single engines; 26-in. dia. x 30-in. stroke; locomotive boilers).

The U.S. Light Vessel No. 66 was especially built (composite construction and copper-sheathed) to keep the seas for long periods of time. She was the first composite and first electric-lighted, light vessel and the pioneer of the modern type. The model of this vessel, made by Mr. Fairburn in 1895, is unique and the first of its kind. It shows, cut into a mahogany block, white holly diagonal and longitudinal section lines, water lines, etc.

In addition to the foregoing vessels, the transatlantic liner *Minnewaska,* built in 1894 by Harland & Wolff, Belfast, Ireland, was rebuilt by the Bath Iron Works in 1898 and converted into the transport *Grant* for the U.S. Army. Her registered dimensions were 5,796 tons gross and 3,653 tons net (445.5 ft. length, 50.2 ft. beam, 29.8 ft. depth), and her displacement was 12,190 tons. W. A. Fairburn was draftsman and superintendent of construction on the conversion and refitting of this vessel, which was thoroughly modernized. The *Grant,* later named *Thomas,* was the largest and finest U.S. transport during the Spanish-American War and as late as World War I.

The following information regarding merchant vessels and yachts built by the Bath Iron Works is taken from Mr. Fairburn's personal papers. In addition, the Bath Iron Works is credited with building the wood dredge *Alleghany* (1892-1893), the wood steamer *Salacia* (1895), and the steel lighthouse tender *Armenia* (1897).

Name	Year Completed	Type	Owner	Dimensions in Feet and Inches: Length B.P.	Beam Molded	Depth Molded	Draft in Feet and Inches
CITY OF LOWELL	1894	Long Island Sound passenger steamer	Norwich & N.Y. Transport Co.	320	49- 6	19- 6	13
ELEANOR	1894	Deep-sea steam yacht	William A. Slater	208	32	18- 1	13- 4
PEREGRINE	1896	Steam yacht	Ralph H. White	131	23	13-11	10
ILLAWARRA	1896	Steam yacht	Eugene Tompkins	106- 3	18- 6	10-11	7- 6
WINIFRED	1898	Cargo steamship	Miller, Bull & Knowlton	290	42	24-10	18- 9
APHRODITE	1899	Deep-sea steam yacht	Oliver H. Payne	260	35- 6	21- 4	15
VIRGINIA	1899	Steam yacht	Isaac Stern	165	25- 8	15- 4	11
TRANSFER 14	1900	Towboat	N.Y., N.H. & H. R.R. Co.	120- 7	25- 6	16- 3	11- 3
TRANSFER 15	1900	Towboat	N.Y., N.H. & H. R.R. Co.	120- 7	25- 6	16- 3	11- 3

Transfers 14 and 15 were designed in the winter of 1898-1899 and built in 1899. They were completed in the early spring of 1900.

Name	Displacement Tons	Registered Tonnage: Gross	Net	Registered Dimensions in Feet: Length	Beam	Depth
CITY OF LOWELL	2,495	2,975	1,877	322.3	49.7	17.7
ELEANOR	1,136	948	580	224	32	18
As WACOUTA:		803	401	220	32	17.5
PEREGRINE	341	246	78	136	23.1	13.5
ILLAWARRA	161	118	39	110	18	11
WINIFRED	5,250	2,551	1,520	283.5	42.2	21.1
APHRODITE	1,823	1,147	654	262.5	35.6	20.1
VIRGINIA	676	441	212	169.4	26	14.8
TRANSFER 14	511	322	189	119.9	26.1	15.8
TRANSFER 15	511	322	189	119.9	26.1	15.8

Name	I.H.P.	Speed in Knots	Number of Screws	Engines—Diameter of Cylinders and Stroke in Inches	Boilers
CITY OF LOWELL	4,500	23.5 (miles)	2	26—40—64 x 36	Scotch
ELEANOR	1,135	14	1	18—28—45 x 30	Scotch
PEREGRINE	483	14	1	14—21—34½ x 22	Almy W.T.
ILLAWARRA	333	14	1	11—19—30 x 18	Almy W.T.
WINIFRED	1,300	11	1	21—34—55 x 36	Scotch
APHRODITE	3,235	16½	1	28—43—70 x 38	Scotch
VIRGINIA	800	12	1	16—26—41 x 27	Scotch
TRANSFER 14	1,500	13	1	22—48 x 36	Scotch
TRANSFER 15	1,500	13	1	22—48 x 36	Scotch

The twin-screw steamboat *City of Lowell* was designed by A. Cary Smith, the New York sailing yacht designer. The only other commercial craft previously designed by him was the steamboat *Richard Peck*. He was very anxious to have the *City of Lowell* a better and faster vessel than the *Richard Peck* and, as he said, "capable of holding her own . . . in service with the mammoth side-wheel floating palaces of the Fall River Line." When the *City of Lowell* left the Kennebec River for New York in July 1894, W. A. Fairburn was on board to represent the builders during the completion of the work, when running the trials, and in actual service. On her maiden run from New York to New London, Conn., she passed and badly trounced the new steamboat *Maine* of the

New York and Stonington Line, whose officers boasted that they would be on the lookout for the "*Lowell*" and "show her up." During the time that Chief Engineer "Sam" Sault and W. A. Fairburn ran the *City of Lowell,* she steamed away from all other Sound steamboats that she met. She made runs of over 22 miles per hour, dock to dock, and several runs of over 23 miles average for the entire distance covered by the telegraph signal "full speed ahead" to "slow down." During spurts with competitive steamboats, she made as high as 24½ miles. To the great satisfaction of A. Cary Smith and her owners and builders, she proved herself to be the "Greyhound of the Sound" and "faster and more economical than the colossal and palatial floating hotels of the Fall River Line."

The bark-rigged steam yacht *Eleanor* was built for William A. Slater, of Norwich, Conn., to circumnavigate the globe. She was designed by her builder. W. A. Fairburn's notebook shows that he made elaborate stability calculations, revamped the sail plan, and improved the bow and stern lines of the *Eleanor.* His notes state: "If it had not been for Capt. C. W. Scott, Mr. Slater's representative, she would have been built with the displeasing bow and horribly ugly stern lines of the U.S.S. *Vicksburg, Newport,* and *Chesapeake.*" The *Eleanor's* original itinerary called for covering 41,500 nautical miles, at favorable seasons of the year, over a period of about eighteen months. Actually, she steamed and sailed 42,406 nautical miles around the world in less than sixteen months, and this without any breakdown of machinery or accident of any kind. When Mr. Slater became ill in 1897, he chartered the vessel to various yachtsmen and finally sold her. In 1900 she was purchased by James J. Hill, of St. Paul, Minn., and was renamed *Wacouta.* In 1902 she was re-sparred and rebuilt as a coastwise cruiser under the supervision of Mr. Fairburn. She was given a rakish three-masted schooner rig, with a pilot house added over the forward deckhouse. After improvements in the propelling machinery, her speed and power trials, with the vessel down to her designed load draft of 12.5 ft. mean and a displacement of 1,000 tons, showed a speed of 13.75 knots. With a designed speed of 12 knots, the *Eleanor* showed a speed of 12.64 knots on her trials in 1894.

Capt. C. W. Scott, formerly commander of the *Eleanor,* returned to the Bath Iron Works to build the large steam yacht *Aphrodite* for Colonel Oliver H. Payne. At Captain Scott's insistence, W. A. Fairburn played an important part in the design of both hull and machinery. Originally bark-rigged, she was later re-rigged as a three-masted schooner. When built in 1898-1899, she was the largest yacht in the United States and the largest and fastest privately owned seagoing yacht in the world. She was designed and built for long deep-sea voyages and was capable of maintaining a sea speed of 15 knots. She made several very fast transatlantic runs.

The following item is quoted from the Bath, Maine, press of March 12, 1899, under the heading, "All Right—*Aphrodite* at Sea Pleases Owners and Builders—Capable of 18 Knots She Easily Makes 15.5 Knots Without Any Vibration and Rode the Seas Like a Bird":

Col. Oliver Payne's palatial steam yacht *Aphrodite* returned to the Bath Iron Works pier yesterday afternoon after an official trial trip which gave great satisfaction to the builders as well as the owners and representatives on board. The magnificent craft is the largest yacht in America and the most beautiful yacht in the world.

The owner was represented by Capt. Scott and his officers. Among the others on board were Mayor-elect Charles E. Hyde, Capt. Colby, the pilot and in command; Capt. Enoch Reed, Chief Officer; Lieut. Chandler, U.S.N.; C. R. Hanscom, W. A. Fairburn, and C. P. Wetherbee.

At half past seven, the *Aphrodite* left the Bath Iron Works accompanied by the tugboat *Adelia.* It was the intention on leaving to visit the mile course off Southport and give the vessel a progressive speed trial, but owing to the condition of the weather it was decided to give her a four hours' official trial on the ocean.

In this trial the yacht easily made 15½ knots and worked wonderfully well. There was not the least vibration; in fact, passengers in the cabin might have easily judged that the yacht was at the Iron Works pier. The powerful engines of the craft will place her in the 18-knot class and easily carry her across the ocean at the fast speed of 17 knots. Capt. Scott expressed himself as delighted with the way the *Aphrodite* behaved. Work in the various departments of the yacht is nearing completion, and she will be ready to leave in two weeks for New York.

The Bath, Maine, press quoted W. A. Fairburn as follows regarding the trial run of the *Aphrodite:*

The yacht has exceeded expectations. The sea was calm, there was no breeze, and the latter was detrimental in regard to draft for the furnaces, as she made her trip today entirely under natural draft. She has demonstrated the fact that she is the fastest ocean-going yacht afloat. Most of the time her engines turned up 135 revolutions per minute and 3,500 horsepower was indicated. She will carry 500 tons of coal and burn 75 tons daily. The coal used today would not give us best results, as it was hard coal

and soft coal dust mixed. It will cost upwards of $10,000 per month to run her as she will be run. She has large bilge keels, which do much to keep her from rolling, and in bad weather her sails can be set, thus steadying her greatly. By tests made today we have proved that she is very economical, so far as propulsion at all speeds goes.

Lieutenant Chandler, who was on duty off Havana during the blockade, was also quoted:

She is one of the smoothest running boats upon which I ever had the pleasure of making a trip. One thing which is very noticeable is that there is even less vibration when she is running at full speed than there is when she is making but 12 knots. She will have no difficulty in holding a 16½-knot clip all day. She promises to be the most comfortable and speedy sea-going yacht in the world. In time of war she would make a most valuable craft for an auxiliary cruiser.

The prediction of Lieutenant Chandler proved to be correct. Mr. Fairburn's notes state: "The *Aphrodite* served admirably during the World War and proved a seaworthiness in the heavy winter seas of the North Atlantic that was amazing. This vessel, modeled and built as a pleasure craft, made repeated voyages across the northern Atlantic Ocean and did splendid work with her guns in protecting the merchant vessels being convoyed. She is said to have been by far the speediest of the steam yachts reconstructed for this service and was required to regulate her speed to that of the merchant vessels and to the other protecting vessels in the convoys."

The yacht *Virginia,* built for Isaac Stern, was designed by no one individual or firm. It was said that British Naval Architect Watson made drawings for a vessel that finally developed into the *Virginia,* but the designing firm of Tams, Lemoine and Crane, New York, acted as owner's representatives in placing the contract with the Bath Iron Works and posed to a great degree as the designer of the craft. W. A. Fairburn found faults in the design, and he succeeded in the job of making "a safe, sound and practical vessel from a pretty picture." The designed speed (full power on a spurt) was 12 knots, with 600 I.H.P. and engines turning about 140 revolutions per minute. Mr. Fairburn estimated that the yacht would steam about 10 knots at an economical maintained speed, with 275 I.H.P. and about 110 revolutions per minute. Eight runs were made over the measured mile, four with and four against the tide. Runs 5 and 6 gave an average speed of 12.205 knots, and Runs 7 and 8 showed 12.425 knots. The yacht then steamed two hours at sea and showed an average speed of over 12 knots. A bottled-up steam test was later made for power, and with 154 revolutions per minute, cards were taken showing 888 I.H.P., which gave the vessel a speed of 13½ knots. The steam for such power could not be held, but the test was made at the request of the owner.

The cost of steam yachts in the 1890's is given in an article on "Design and Construction of Steam Yachts" written by Mr. Fairburn and published in 1898 in MARINE ENGINEERING:

The cost of a steam yacht is a very variable quantity, as fully 40 per cent of the cost may be due to the owner's whims and fancies in selecting magnificent furnishings. But few people have any conception of the cost of a steam yacht. Even a little steam or naphtha launch costs from $1,000 to $5,000. A small steam yacht like the *Oberon* costs about $7,000, and this vessel is no larger than many a launch. A yacht fit for fair weather coasting is very cheap at $18,000, and the majority of this class exceeds this figure by a good deal. It is said that the *Illawarra,* 106 feet long and 12 knots speed, cost about $60,000; the *Free Lance,* 108 feet long and 16 knots, $65,000; the *Peregrine,* 131 feet long and 14 knots, $95,000; the *Electra,* $125,000; and the builders of the *Atalanta, Eleanor,* and the old *Corsair,* now U.S.S. *Gloucester,* received about $200,000 each for the construction of these vessels. It is said that John Jacob Astor paid $240,000 for the *Nourmahal;* the *Varuna* cost Eugene Higgins about $300,000 and the yacht *Aphrodite* has cost Col. O. H. Payne at least $360,000. These prices are for the boats complete, with the exception of the fittings, furnishings and equipment furnished by the owner. The largest yachts afloat today are probably worth from $400,000 to $600,000, complete with all furnishings on board. But initial cost is not all that must be considered, for it costs a fortune every year to keep any of these large pleasure craft in commission, the running expenses of the larger vessels varying from $8,000 to $15,000 per month, and sometimes when there is much entertaining, even more.

An editorial in the Bath, Maine, TIMES commented as follows under the heading, "Yachting, What Is and Isn't":

Mr. Fairburn's figures . . . demonstrate the magnificence of the plutocratic fleet of private American passenger steamships, but have little to do with the great Anglo-Saxon sport of yachting. What can Col. Payne, for instance, know of that noble pastime on board of his *Aphrodite?* Every element that lends zest to yachting is eliminated from a cruise on that excellent craft. Mind you, we do not say that Col.

Payne has no pleasure. He can have so much of a very excellent kind that we might even submit to being a multi-millionaire for the sake of enjoying it. His pleasure, however, is not yachting—merely traveling.

The following tables give the particulars of the vessels designed by W. A. Fairburn and built under his supervision during the period 1900-1908. All information is taken from his personal records.

Name	Type	Owner	Builder	Year Completed
MINNESOTA	Passenger and cargo steamship	Great Northern Steamship Co.	Eastern Shipbuilding Co., Groton, Conn.	1904
DAKOTA	Passenger and cargo steamship	Great Northern Steamship Co.	Eastern Shipbuilding Co., Groton, Conn.	1904
MOMUS	Passenger and cargo steamship	Southern Pacific Steamship Co.	William Cramp & Sons Ship and Engine Building Co., Philadelphia	1907
ANTILLES	Passenger and cargo steamship	Southern Pacific Steamship Co.	William Cramp & Sons Ship and Engine Building Co., Philadelphia	1907
CREOLE	Passenger and cargo steamship	Southern Pacific Steamship Co.	Fore River Shipbuilding Co., Quincy, Mass.	1907
EL TORO	Harbor towboat	Southern Pacific Steamship Co.	Harlan & Hollingsworth Co., Wilmington, Del.	1907
EL CHICO	Harbor towboat	Southern Pacific Steamship Co.	Harlan & Hollingsworth Co., Wilmington, Del.	1907

	Dimensions in Feet and Inches						Registered Tonnage		Registered Dimensions in Feet		
	Length				Mean Draft	Displacement					
Name	O.A.	L.W.L.	Beam	Depth	in Feet	Tons	Gross	Net	Length	Beam	Depth
MINNESOTA	630	608	73- 6	56- 1	33 normal 42 max.	33,000 43,500	20,718	13,323	622	73.5	49.5
DAKOTA	630	608	73- 6	56- 1	33 normal 42 max.	33,000 43,500	20,714	13,305	627	73.5	49.5
MOMUS	440- 6	422	53- 3	37	25 normal 26 max.	10,100 10,650	6,878	4,326	410	53.2	25.6
ANTILLES	440- 6	422	53- 3	37	25 normal 26 max.	10,110 10,650	6,878	4,326	410	53.2	25.6
CREOLE	440- 6	422	53- 3	37	25 normal 26 max.	10,110 10,650	6,754	4,302	407	53	26.7
EL TORO	115- 6	107	24- 3	14- 6	11 12 aft	530	265	180	106.5	24	14.6
EL CHICO	90- 6	82- 6	21- 3	12	9 ft. 3 in. 10 ft. 6 in. aft	300	152	103	81.5	21.2	12.6

Name	I.H.P.	Speed in Knots	Number of Screws	Machinery	Boilers
MINNESOTA	10,000; actual 12,000	14 16 max.	2	29″—51″—89″ x 57″ 78 rev.	16 W.T. Niclausse 250 lbs.
DAKOTA	10,000; actual 12,000	14 16 max.	2	29″—51″—89″ x 57″ 78 rev.	16 W.T. Niclausse 250 lbs.

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Name	I.H.P.	Speed in Knots	Number of Screws	Machinery	Boilers
MOMUS	7,500; actual 9,000	16 17¼ max.	1	34″—57″—104″ x 63″	Scotch 230 lbs.
ANTILLES	7,500; actual 9,000	16 17¼ max.	1	34″—57″—104″ x 63″	Scotch 230 lbs.
CREOLE	7,500; actual 9,000	16 17 max.	2	Curtis turbines installed in opposition to wishes of the designer. Later replaced by reciprocating engines. 27¾″—46½″—79″ x 42″	10 Babcock & Wilcox W.T. 250 lbs.
EL TORO	1,000	13	1	Compound engines 20″—45″ x 28″	Scotch 156 lbs.
EL CHICO	650	13	1	Compound engines 15″—33″ x 22″	Scotch 156 lbs.

During the winter of 1899-1900, W. A. Fairburn designed the S.S. *Minnesota* and *Dakota* at his home in Bath, Maine. They were constructed for James J. Hill, President of the Great Northern Railway and Steamship System for the transpacific service. Designed primarily as cargo vessels, with accommodations for passengers, they were the largest vessels in the world and up to the 1940's the largest deadweight cargo carriers ever built. Mr. Fairburn's designs were accepted in competition with plans submitted by six of the world's leading naval architects (Scotch, English, Irish, and American), including J. Havard Biles, his professor at Glasgow University in 1896-1897. Professor Biles knew Mr. Hill and had several conversations with him. Biles wanted to build the ships in England and operate them under a foreign flag, but Mr. Hill, while decidedly pro-British, decided that his vessels must be built in the United States and operated under the American flag. He came in contact with the Bath Iron Works through his chartering of the Bath-built yacht *Eleanor,* which he later purchased, rebuilt, and renamed *Wacouta.* Through officials of the Bath Iron Works, W. A. Fairburn, then twenty-three years old, submitted his designs. He did not meet Mr. Hill until it was necessary to explain the original features of the steamships and more detailed estimates and plans were required. As it was considered that the Bath Iron Works did not have the facilities for building the vessels, a new plant (with specifications for machinery) was designed by Mr. Fairburn and built at Groton (New London), Conn.

The following table compares the size of the *Minnesota* and *Dakota* with the world's largest vessels designed, built, or building at the time that the two big Hill ships were in frame at the New London shipyard:

Name of Vessel and Year Built	Where Built	Owner	Tonnage	Dimensions in Feet			Steam Pressure in Lbs. per Sq.In.
				Length	Beam	Depth	
MINNESOTA; commenced 1900	New London, Conn.	Great Northern S.S. Co.	20,718	630	73.5	56	250
DAKOTA; commenced 1900	New London, Conn.	Great Northern S.S. Co.	20,714	630	73.5	56	250
GREAT EASTERN; launched 1858	England	English	18,915	680	82.8	48.2	25
OCEANIC; 1899	Belfast, Ireland	White Star Line	17,274	685	68	44.5	190
DEUTSCHLAND; 1900	Germany	Hamburg-American Line	15,500	643	65.5	40	210
KRONPRINZ WILHELM; 1901	Germany	North German Lloyd	14,900	637.3	66.3	39.3	200
KAISER DER GROSSE; 1897	Germany	North German Lloyd	14,349	625	66	43	175
CAMPANIA (and LUCANIA); 1893	England	Cunard Line	12,950	598	65	41.5	165
KAISER FRIEDRICH; 1898	Germany	North German Lloyd	12,000	584	64	41	215

(Continued on next page)

Name of Vessel and Year Built	Where Built	Owner	Tonnage	Dimensions in Feet			Steam Pressure in Lbs. per Sq.In.
				Length	Beam	Depth	
LA LORRAINE; 1900	France	French Line	11,869	563	60	40	175
ST. PAUL and ST. LOUIS*; 1894	Philadelphia	American Line	11,629	535.7	63	42	175
CITY OF PARIS; 1888	England	American Line	10,500	527	63	42	150

*Prior to the building of the MINNESOTA and DAKOTA, these transatlantic liners were the largest vessels constructed in the United States.

The BLUE BOOK OF AMERICAN SHIPPING gives the following figures for the Great Northern steamships:

	MINNESOTA	DAKOTA
Gross tonnage	20,718	20,714
Net tonnage	13,323	13,305
Length in feet	622	627
Beam in feet	73	73

Mr. Fairburn's notes state that the official and registered length dimensions are strange, as the two vessels were of identical model and design throughout and, therefore, of the same length; i.e., 630 ft. on deck and 608 ft. on the water line. Later official records from the "List of Merchant Vessels of the United States" give a beam of 73.5 ft. and a depth of 49 ft. (Actually, the molded depth at center was 55 ft. 6 in.)

The following statement is taken from a book of plans and photographs of the *Minnesota* and *Dakota,* with comments, published in 1937:

> It is also of interest to note that the Plimsoll load line mark of safety would permit these unique vessels . . . to load to 42 ft. 6 in. mean draft, and at 42 ft. (designated by the designer as the maximum in salt water when leaving port), the displacement was 43,500 tons, and the deadweight capacity over 30,000 long tons—a world's record for all vessels built before, at, or since that time. . . . The big ships of today have gross tonnage and displacement much in excess of the *Minnesota* and *Dakota,* but when it comes to paying cargo or even to deadweight capacity, which includes fuel, fresh water, stores, passengers and their belongings, mail, etc., they carried two or three times as much weight as the record-breaking transatlantic superliners, and when it comes to paying freight, including mail, express, and passengers, then from five to seven times as much.

In 1940 the S.S. *America* of 27,000 gross tons was put in commission by the United States Lines. The following figures are made in comparison with those of the S.S. *Minnesota,* laid down in 1900. She was measured low in customhouse tonnage in order to save operating expense, and the figure was recorded as 20,718 tons.

	MINNESOTA	AMERICA
Displacement at load draft	45,000 tons	35,000 tons
Deadweight capacity	32,000 tons	13,000 tons
Cargo space	1,427,500 cu.ft.	298,500 cu.ft.

The awarding of the contract for the water-tube boilers of the *Minnesota* and *Dakota* to The Stirling Company, of Barberton, Ohio, is of interest, as it put that company "on its feet" and had an indirect effect on W. A. Fairburn's later business career. The president of The Stirling Company was Ohio Columbus Barber, the founder of Barberton, who was also president of The Diamond Match Company from 1889 to 1909. Edward R. Stettinius was vice president and treasurer of The Stirling Company, and James P. Sneddon was its superintendent and practical engineering head. Later, Mr. Barber was chairman of the board of The Diamond Match Company, and Mr. Stettinius was president from 1909 to 1915. Mr. Fairburn became associated with that company in 1909 and served as its president from 1915 until the time of his death in the fall of 1947. The *Minnesota* and *Dakota* were the first deep-sea vessels, engaged in a long run, to be fitted with water-

tube boilers that were successful and economical in operation and the first large merchant vessels equipped with Niclausse boilers. Water-tube boilers were first designed and used in France. The British *Propontis* (2,083 tons), built in 1874, was the first vessel to use Dr. A. C. Kirk's triple-expansion engine. (Such engines were first sponsored by Benjamin Normand, of Havre, and patented in 1871.) The *Propontis* was also fitted with water-tube boilers, but they were not satisfactory for marine purposes and were replaced with fire-tube boilers. In regard to the boilers and operating steam pressure, the specifications of W. A. Fairburn differed from all others submitted to James J. Hill for his big steamships. The other five designs called for Scotch boilers and steam pressures of from 175 to 160 lbs. per square inch. As finally authorized by Mr. Hill, each vessel was equipped with 16 Niclausse water-tube boilers (steam pressure, 250 lbs. per square inch). The transition periods in the design and construction of steam vessels are shown in the following table compiled from Mr. Fairburn's shipbuilding records:

Period	Hull and Machinery	Boiler Pressures in Lbs. per Sq.In.	Coal Consumption in Lbs. per I.H.P. per Hr.
1845-1855	Iron supplanting wood as building material. Steam supplanting sail for propulsion	15 to 30	4.0 to 7.5
1855-1865	Screw propeller supplanting paddle-wheel in ocean-going vessels	30 to 40	3.0 to 4.0
1865-1875	Compound expansion engines supplanting simple engines	40 to 60	2.3 to 3.0
1875-1885	Steel supplanting iron as building material. Introduction of triple-expansion engines and the express passenger steamer	60 to 120	1.9 to 2.5
1885-1895	Application of twin screws and introduction of quadruple-expansion engines and forced draft	120 to 160	1.7 to 2.0
1895-1905	Introduction of triple screws; water-tube marine boilers and electric-driven auxiliaries	160 to 250	1.5 to 1.8
1905-1915	Application of four screws in express liners. Introduction of steam turbines; superheated steam and use of oil fuel	185 to 300	1.4 to 1.7 (fuel oil less)

The remarks of W. A. Fairburn at a meeting in 1903 at the Massachusetts Institute of Technology were prophetic:

> There is practically no limit to a high working pressure in water-tube boilers after we once perfect turbines to utilize the steam properly and economically. Turbines demand high temperature steam and a good vacuum. High temperature is more easily obtained by superheating the steam than by raising the pressure, for the temperature of steam rises slowly as the pressure is increased. Nevertheless, I predict that in twenty years or so, high pressures that we would consider ridiculous and impossible today will be fairly common. Shocking as it may seem, when I say high pressures, I mean high pressures—not 350 to 500 lbs. per square inch, but 1,000, 2,000, or even 3,000 lbs. But little improvement has been made in steam boilers since the first practical installations in mill and ship. The first half of this century will see steam boilers improved as have been or will be steam engines and the propelling machinery of vessels.

In investigating the "large and straight tube" water-tube boiler field for James J. Hill, Mr. Fairburn thought highly of the principal features of the boiler manufactured by a New York company, but he condemned the Belleville type for merchant service. He saw that the fundamental idea in the design of the Niclausse boiler was excellent and that if it was re-designed to conform with the requirements of the mercantile marine, steam generators of the Niclausse type could be made equal or superior to any available for installation in deep-sea vessels. The Stirling Company, of Barberton, Ohio, had purchased the rights to manufacture the Niclausse boiler in the United States. The management of the New York company, in its arbitrary attitude, assumed that it was the only company that could supply the boilers for the *Minnesota* and *Dakota*. It refused to make any changes in design or to come down to a reasonable price. In conferring with Edward R. Stettinius and James P. Sneddon of The Stirling Company, Mr. Fairburn explained his interest in the Niclausse boiler and advised them that he would consider the installation of a re-designed and improved type in the Hill ships if they would work with him, make the boilers conform to his requirements, and guarantee the finest job at a fair price. The management of The Stirling Company saw that such an acknowledgment of its product would "make" the company and assist in obtaining more business. At that time, it was not prosperous and was suffering from the competition of the New York firm. The original idea was to equip one of the ships with modified boilers of the type manufactured by

the New York company and the other vessel with re-designed and perfected Niclausse boilers. Mr. Fairburn notified each company that he was determined to install no water-tube boilers in either steamship unless they conformed to his specifications and were purchased at a fair price.

James P. Sneddon and Engineer Everett Bell worked with Mr. Fairburn in the development of the re-designed boiler for the requirements of the merchant service. When the plans were completed, The Stirling Company was invited to bid on the boilers of both one vessel and two vessels, and the New York company was requested to bid under the same conditions. It did not reply with an acknowledgment, a bid, or a revision of its former estimate of price on "standard marine boilers." Mr. Fairburn telephoned to the New York representative and expressed his surprise that no bid had been received and asked for the lowest price at once. The New York official replied, "Why continue the bluff! You have to obtain the boilers from us. You already have our price and conditions. We will build the boilers only for both ships—not one of them. You know as well as I do that Hill will not accept any boilers except ours. Steel plates and tubes are advancing in price, and unless you close with us now by phone, our price tomorrow will be five per cent higher than our original quotation. The prospects are that you will pay a still higher price if the contract is not placed with us within a few days." He refused to listen to Mr. Fairburn and kept repeating, "That's all bluff." The next day, Mr. Fairburn met Messrs. Stettinius and Sneddon at the Groton plant and, with the approval of James J. Hill, awarded their company the contract to build the boilers for both the *Minnesota* and *Dakota.* Because of the design and operating principle, the Niclausse boiler was much more expensive to build than that of the New York company; yet Mr. Fairburn bought the boilers for the two Hill ships at a price about ten per cent below the lowest price quoted on the other boilers and at a figure greatly below the cost of fire-tube boilers. He estimated that the Niclausse boilers would have a life of fifteen to seventeen years, with the drums good for twenty-five years or longer. Because of the saving in weight (also space, etc.) and the increased fuel economy, he figured that if the boilers had to be replaced every eight years, the economy from their use would warrant their installation. When the *Minnesota* was laid up after twenty years of strenuous service (including the World War I years), she was still equipped with the original Niclausse boilers, although the tubes, headers and casings were obviously in need of replacement. The record of the boilers in actual service, with oriental labor for about ten years in the transpacific trade, was outstanding.

As soon as the management of the New York company read the news in the engineering press of the awarding of the boiler contracts to The Stirling Company, the representative telephoned to Mr. Fairburn and wanted to see him. The New York official was informed that the contract had been irrevocably placed with The Stirling Company, but that Mr. Fairburn would be glad to see him in Groton. He finally declared that no matter what Mr. Fairburn had done or might do, he was sure that no boilers other than those manufactured by his company would ever be placed in the Hill vessels. James J. Hill was bombarded with denunciations of the contract with "an unknown company" to build boilers of "an unknown type." In a personal interview with Mr. Hill, the New York official urged a cancellation of the contract. The reply of James J. Hill to him and to all the naval, business, and political "friends" of the company was the same: "The choice of the boilers, their design and construction, is exclusively in the competent hands of the designer of the ships. I don't care what boilers Fairburn puts in my vessels provided they suit him." Failing to influence Mr. Hill, the New York company made an attempt to "buy out" The Stirling Company, but Ohio C. Barber sensed a profitable future and refused to sell his stock. The contract for the boilers of the Hill ships "made" that company and raised it from the position of one of several small water-tube boiler companies, which were competing with the New York firm, to the position of a real competitor. The contract proved invaluable in bringing more capital into the company, and Mr. Barber supported the expansion program suggested by Messrs. Stettinius and Sneddon. A research department was established, and enlargement of the plant and facilities was undertaken at once. The Stirling Company booked several boiler contracts for naval vessels, and the Bath Iron Works, following W. A. Fairburn's endorsement of the re-designed boiler, ordered such boilers from The Stirling Company to be placed in the battleship *Georgia,* completed in 1904, after ordering standard Niclausse boilers for the armored monitor *Nevada* and the New York firm's boilers for the cruiser *Cleveland,* each of which vessels was completed in 1902. As a result of increased interest on the part of other American shipbuilding companies, the Niclausse boiler was elevated to a leading position for deep-sea service.

For a while, the New York company tried to discredit the Niclausse boiler. An installation in the new battleship *Maine* (built to replace the original and smaller *Maine,* sunk in Havana Harbor) was made the point of an organized attack. Naval officers and officials of the Bureau of Steam Engineering condemned the boilers in the U.S.S. *Maine* and moved to prohibit the Stirling-built Niclausse boilers for use in any naval vessels. Messrs. Stettinius and Sneddon appealed to Mr. Fairburn for help in their defense against the attack of the Navy Department, and he took the case with the understanding that he would be given a free hand in handling the matter. He went to the head of the Bureau of Steam Engineering and, with technical arguments and practical proof, completely demolished the case against the Niclausse boiler and The Stirling Company. The memorandum and letter, on the letterhead of The Stirling Company, addressed to The Hon. Secretary of the Navy, Washington, D.C., is dated at Chicago, Illinois, June 1, 1903. The official report of the U.S. Navy on "the performance and physical condition, after severe tests, of the Niclausse boilers in the U.S. battleship *Maine*" is dated at the Navy Yard, New York, N.Y., October 29, 1903. The officers of the navy were compelled to withdraw their recommendations and change their attitude. The boilers of the U.S.S. *Maine* were thoroughly approved by U.S. Navy boards, and the Niclausse water-tube boilers of this type were fitted in a large number of other United States war vessels. When Ohio C. Barber and Edward R. Stettinius were advised of the favorable decision, they openly acknowledged that for the second time The Stirling Company had been saved from bankruptcy by W. A. Fairburn.

The following extracts (reprinted from a stenographic record) are taken from an extemporaneous address given by W. A. Fairburn at the Massachusetts Institute of Technology on May 7, 1903:

It was my privilege to design the Great Northern steamships *Minnesota* and *Dakota,* hull, machinery and equipment complete, and I have also been favored by being connected with the construction of these vessels in a plant which has a capacity decidedly inadequate for the purpose. The best experience that a young man can obtain is that which compels him to do something without the required usual equipment. Such a state of conditions develops reliance, originality, and makes a man think and reason for himself. Moreover, the experience which teaches us what *not* to do is much more valuable than the experience which merely suggests a line of action to us. We all profit more by setbacks than we do by successes.

The contract for the construction of the Great Northern steamships was placed by Mr. James J. Hill, the great railroad magnate of the Northwest, with the Eastern Shipbuilding Co. before that Company had a site, tool, or even a working organization. The stockholders of the Eastern Shipbuilding Co. made a great mistake in limiting the amount of capital to be invested, to such an extent that the plant consists today simply of three wood buildings and an old railroad round-house.

When you consider the fact that the *Minnesota* has been built and launched in twenty-seven months by a Company with a small plant valued only at about a quarter of a million dollars, and that her sister, the *Dakota,* is now well advanced and almost ready to take the plunge into her native element, also that the number of men on the entire pay-roll has averaged up to date not much in excess of one thousand, I think that you will all agree with me that some good work has been done at New London under most discouraging and handicapping conditions.

The *Minnesota* is the heaviest vessel ever built, the strongest vessel ever constructed, the world's greatest cargo and deadweight carrier, and the largest vessel ever measured for tonnage. She is not as long as a few of the transatlantic liners. She is exceeded in breadth by the *Celtic* and *Cedric,* but she is several feet deeper than any other vessel at present afloat, and her full form and great volume, together with comparative low speed, are responsible for unusual capacity. The *Minnesota* is the largest vessel of economical design that can be produced today on a limited length of 630 ft. The Great Northern steamships were designed by me with only this specification, no information whatever being given to me other than I now repeat to you:

> "I want a very large, strong, big carrier, with a length to suit docks which limit that dimension to 630 ft."

The principal characteristics of these ships are:

First: Unusual proportions, producing great natural strength, safety, suitable stability and economy in operation for a stipulated, sustained transpacific speed of twelve knots and a trial speed of fourteen knots.

Second: Excellent engineering equipment of most liberal proportions, the boiler power being fully 35% in excess of what is usually fitted in vessels of this type.

Third: They are the first vessels of this class to be fitted with water-tube boilers, and the installation of Niclausse boilers as manufactured by the Stirling Company is of especial interest.

Fourth: Symmetry of design. Every cubic foot of space is utilized for some money-earning purpose, and yet uniformity, simplicity and symmetry permeate the entire design.

Fifth: The vessels were designed primarily for cargo steamers, and although they have passenger accommodation for two hundred first-class, one hundred second-class, one hundred third-class, twelve hundred steerage, and two thousand troops—yet the

passenger accommodation is secondary to the cargo-storing and handling arrangements of the vessels; the design is such that the passengers are excellently accommodated, however, without having this unpleasant fact thrust upon them. All the state-rooms are outside rooms, and the ships will be fitted with all the comforts and conveniences of our best hotels.

Sixth: The vessels are unusually strong. The design of these ships was approved and accepted by the British Lloyd's, the most conservative classification society in the world, and that practically without comment or suggested modification.

* * *

Time does not permit me to speak further concerning generalities of yard management or ship construction, but by request I will speak a few words concerning the launching of the big ship *Minnesota.* It cost about $35,000 to launch this vessel. She was not only the heaviest but also the most difficult vessel ever constructed to get overboard on account of the relatively short length, for her weight and great stern buoyancy, which made an enormous pressure on the fore poppets; moreover, the shore formation and depth of water, with long length of ways outboard, added materially to the launching problem. The ways were carried outboard from the after perpendicular 250 ft. against a usual length in other yards of one-fifth to one-fourth of this amount. The ground ways were 5 ft. wide with an inboard pitch of ½ in. to the foot. They are 820 ft. long and were dowelled and edge-bolted. They were placed on an inclination of ⅝ in. to the foot, and the keel of the vessel was placed ½ in. to the foot. The launching weight was 10,500 tons. The pressure per sq. ft. of ways was 1.9 tons, increasing forward to 2.55 tons, and aft to 2.7 tons. These figures allow for the overhangs both forward and aft beyond the cradle.

The pressure on each fore poppet was about 1,400 tons—a most remarkable and unusual pressure, the greatest that has ever been encountered in any launching proposition up to date. The fore poppet was six feet wide, and the standing ways were increased in width to take the width of the poppets when lifting commenced. These poppets were secured by a steel binding well riveted to the ship's side, also by lashing under the keel. . . . I stood on the forward warping bridge of the *Minnesota* when she went overboard, the checking of the vessel and the slewing being the most important features in the successful launching of this vessel after the ground work was all completed.

The cradle of the *Minnesota* was held by two dog-shores on each side, besides the wood tension hold-fasts forward. After the dog-shores were removed, the hold-fasts were sawed simultaneously at the forward end of the cradle. When these wood tension members were sawed to the theoretical point designating that the force acting down the ways was equal to the wood in tension, the timber parted and with a slight tremble, the *Minnesota* commenced her downward path to the Thames River. This is one of those cases where results and theory were absolutely identical. . . . The *Minnesota* trembled as she broke away, hesitated a little, seemed to shake herself free, and gradually, but surely, with increasing momentum, she gathered headway and majestically moved toward her native element. When the stern poppets and cross braces struck the mud which had apparently filled in the slip somewhat since dredging occurred, she slowed up most perceptibly. The wind was blowing quite freshly from the north. She heeled very perceptibly to the starboard, slowly plunged her stern into the river, again commenced to gain headway, again hesitated; and then lifting aft, she bore down with a tremendous pressure of 3,000 tons upon a portion of the ground ways, completely enveloping the vessel in smoke; she apparently wrestled with some unseen and resisting power, then trembling and shaking herself free, she seemed to jump upon her unseen adversary and trample upon it. Gradually and slowly, enveloped in the white smoke so that she could not be seen from the shore, she floated into the honored Thames and, without any wave or dip, continued slowly into the river. There was no windlass on board the *Minnesota,* both her anchors were carried in the pipes, and the cables weighing 85 tons were spread along the deck.

The method of checking the ship would, I know, be of great interest to you, but time prevents me from describing the novel means adopted to stop the vessel's headway. Both anchors were dropped at the proper time, and the thundering and roar and the rapidly moving cables around heavy iron bitts and through the cast steel pipes, amidst the loud blowing and tooting of whistles, seemed to work up to a great climax which befitted the successful launching of the world's greatest cargo carrier, and America's most magnificent ship.

It is interesting to note that the vessel was checked in such a way that it did not require any tugboat to bring her into the wharf after she reached a position of rest. Bow and stern anchors were dropped, and after the packing was removed from under the bottom, the *Minnesota* was brought to her wharf by means of a small steam winch located on board the vessel. . . .

I think that you will pardon me if I feel proud of the *Minnesota.* . . . I have seen her grow, have seen her created, have watched her day by day and hour by hour, and I know that she possesses such qualities which will make her a credit to all who have been associated with the building of her, if she is given a fair chance and opportunity, and if the vessel and her equipment are not handicapped by incompetent or unsympathetic management. The naval architect and engineer designs, the shipbuilder constructs; but the most perfect product ever produced can be marred almost beyond redemption by carelessness, thoughtlessness, or incompetency in management. I know what the *Minnesota* will be able to do if she is given a chance, but until she actually realizes in practice

what I have designed her to do, I shall be very diffident about speaking of her performances or designed capabilities.

I sincerely hope that I shall have no cause to complain about the way the ship is handled, for although this vessel and her sister will be of interest to you, of interest to the country in general, yet to me they represent almost my professional life. As the design is full of original features and innovations, it is but natural that I should feel so deeply interested and somewhat anxious about the ships until they prove to the world in actual service that they are what I claimed that they would be.

I will conclude my few remarks by stating that it is my earnest wish and hope that these magnificent vessels will prove the means of carrying the product of our American farms and industries to the Orient, and by increasing the demand for American products abroad encourage our leaders in business and finance to place orders for more large ocean-going vessels with American shipbuilders. May the day be not very far distant when we shall be able to assert truthfully and prove beyond question that American shipbuilders can design and build as fine ocean-going steamers of any type as can be produced in any other country of the world.

On the afternoon of April 16, 1903, after the launching of the *Minnesota,* the New London newspaper THE DAY published a special "Launching Edition." In reply the Bath, Maine, press said in part:

New London has been doing a vast deal of crowing apropos of the launching of its first steel vessel. We admit that the *Minnesota* is something to be proud of, but New London in reality seems to be entitled to very little of the credit for this production. The only connection with it that the Connecticut city seems to have had is the mere accident of the location of the shipyard opposite the town, and there is good reason to believe that the Eastern Shipbuilding Co. would have been better off today if it were right here in Bath where most of the people connected with it in prominent capacities belong. . . .

The fact is that the *Minnesota* is as much a Bath ship as if she had actually been launched into the blue waters of the loveliest of rivers. Bath brains and skill have directed the plant and overseen the important work in every department. . . . It is impossible to turn around in the Groton establishment without coming face to face with a Bath man. The company even had to come to Bath for a contractor to build the launching ways. New London has done nothing but the heavy looking on—and the crowing.

In service, the Hill steamships were an unquestioned success. The first cargo carried by the *Minnesota* across the Pacific was in excess of 28,000 tons of paying freight (not including fuel, water, stores, etc.). She also carried a large passenger list and ship's complement. She was not loaded to within two feet of her deep designed load draft. On one voyage, the *Dakota* carried over 20,000 tons of flour alone in addition to a large general cargo. When she left Seattle, she was drawing 40 ft. 3 in. Although the guaranteed speed was only 12 knots sustained and 14 knots sea speed, the owner's representatives reported: "On the trial trip the S.S. *Minnesota* averaged 17 knots, and her regular sailing schedule between United States and Oriental points was based on a 15-knot sustained speed, which she maintained easily with a fuel consumption of only 200 tons of coal per day." The vessels held the transpacific speed record for years, or until express mail and passenger steamships, carrying relatively small cargoes, entered the service. In 1908 the *Minnesota* carried a record cotton shipment (a small part of her entire cargo) of 15,800 bales (8,373,300 lbs.) valued at $921,062 and landed it in Japan in less than 45 days from the time that it was shipped from the South. However, James J. Hill admitted that he had erred in the stipulated requirements for his ships. With an amazing optimism, he would have had them still larger if he had not been limited to a length of 630 ft. by dock and other facilities. Although it was said by authorities in the United States, France, England, and Germany that as products of naval architecture the vessels were a quarter of a century ahead of their time, they were too big for the cargoes available. Built to carry cargo and passengers economically at a moderate or low speed, they were handicapped in money-making power by a capacity that could not be filled.

The *Dakota* was lost on the Japanese coast in 1907, and she was not replaced. At that time, the United States was in the throes of a "panic." It was stated by a New York newspaper that because of the times and the Great Northern's inability to obtain cargoes for the mammoth ships, "Hill undoubtedly was not greatly distressed when the *Dakota* ran ashore on the coast of Japan and became a total loss." The insurance, paid in full, brought in money at a time when it was needed. The *Dakota* had performed perfectly in service and had been faster and more economical in operation than expected by her designer and owner. She was lost through incompetent and stupid navigation and the mistaking of shore lights. She was driven at high speed onto sharp, jagged rocks, which ripped out one side of her bottom almost from stem to stern. Fortunately, there was no loss of life,

but the vessel herself was imprisoned and could not be moved. The Associated Press dispatch from Yokohama is quoted in part:

The Great Northern Steamship *Dakota* went ashore in the Bay of Tokio last night. All passengers are safe, and the agents of the vessel are hopeful of saving her. The *Dakota* is taking water freely and it is feared that refloating her will be difficult. No loss of life has occurred. The *Dakota* struck a rock off Shirahma, a village between Mojima and Sunosaki, shortly after six o'clock Sunday night. It is thought that the Sunosaki light was mistaken for Jogashima light. The vessel sustained much damage and sprang a heavy leak.

Agents of the steamship who were sent to Omimaru to arrange for salvage are returning this afternoon with passengers and mails and details of the accident.

Wrecked Vessel a Monster Ship

One of the two largest cargo and passenger vessels ever built in the United States, the *Dakota,* was launched in the yards of the Eastern Shipbuilding Company, Groton, Conn., on February 6, 1904. She and her sister-ship, the *Minnesota,* were ordered by the Great Northern Steamship Company, and while they were designed by Mr. William A. Fairburn, they embraced many ideas of Mr. James J. Hill.

With a gross tonnage of 22,000, the *Dakota* was 630 feet long; had a breadth of 73 feet and 6 inches, and had a normal draft of 33 feet, deep-loaded 42 feet and 6 inches. She had triple-expansion engines of 11,000 h.p., which drove twin screws. Her maintained sea speed was 15 knots per hour. Her cost was $2,500,000.

The *Dakota* had two remarkable voyages; one when she went from New York to Seattle, outdoing the famous run of the U.S.S. *Oregon,* when that battleship in the Spanish-American War joined the American fleet off Cuba in 1898 after her trip from San Francisco. Her second remarkable voyage was in May, 1906, when she made a new record run from Yokohama to Seattle in nine days and eleven hours, breaking all previous records by more than a day.

After 1907 the *Minnesota* ran alone in the North Pacific service for eight years. The Great Northern built no more vessels to maintain sailings on a reasonable time schedule. Originally, James J. Hill had planned for four vessels of the size and type of the *Minnesota,* and he always talked of weekly sailings until, in service, he found that it took his railroad freight men one or two months to collect "capacity cargo" for one sailing. On the return trip from the Orient to Puget Sound, freight matters were much worse than outbound. Japan and China did not have the merchandise for sale and shipment, and when a good cargo was obtained, its arrival in Seattle raised a furor and upset the American market. Threats were made to boycott "Jim Hill's railroads" and associated enterprises.

A Seattle, Wash., newspaper dated December 1, 1915, illustrated the S.S. *Minnesota,* deeply laden, with the caption: "The *Minnesota,* Sailing for Europe, Carries Last American Flag from Foreign Trade on the Pacific." The descriptive matter is quoted:

The American flag disappeared from the foreign trade on the Pacific. It cleared from the port of Seattle at 11:15 A.M. on Sunday, November 14, when the great steamship *Minnesota* sailed for Great Britain with the largest cargo of grain and other commodities ever taken from the Pacific to the Atlantic, and with the heaviest cargo ever taken to sea by any vessel.

The *Minnesota,* following the ships of the Pacfic Mail from San Francisco, bids farewell to Seattle, which for nearly eleven years has been her home port and whence she has plied to the Orient in a commerce for which, because of our new laws, she is no longer able to compete. The restrictions imposed by United States navigation laws have reached their climax in the La Follette Seamen's bill, which has turned the carrying trade of the Pacific over to the Japanese (with their cheap labor and low plane of living) and caused the departure of the Stars and Stripes as indicated in the following despatch:

"The American steamship *Minnesota,* the greatest freight carrier in the world, with the largest cargo ever floated upon any ocean, in any bottom, in all history, is off the California coast today on its way from Seattle to London, via the Straits of Magellan. As the great ship passed like a phantom by the Golden Gate at 9:00 o'clock last night, probably to return no more to the Pacific as a vessel of this country, Capt. Thos. W. Garlick, her commander, sent a farewell radio to the city of San Francisco, which message said: 'The Great Northern steamship *Minnesota,* the finest ship that ever sailed the seas, the largest ship flying the American flag, and the largest cargo carrier in all the world, is now passing by your city, bound for a foreign country and never again to return with Old Glory flying from her stern. The reason for this is well known to all the business interests of our country. We bid you farewell.' "

As stated by Capt. Thomas W. Garlick, in his farewell message from the *Minnesota,* the reason for the disappearance of the American flag from the Pacific trade was "well known to business interests of our country." In Volume II of this work (pages 1411-1412), Mr. Fairburn has given the following

effects of the La Follette-Alexander seamen's law (passed on November 4, 1914, some three months after World War I commenced in Europe) and says that it was drafted "in stupid ignorance of facts affecting international shipping":

President Wilson signed the bill on March 4, 1915, four months after it had passed both houses of Congress and, by so doing, forced United States shipping from the Pacific. The Pacific Mail Steamship Company and the Great Northern Steamship Company (owner of the S.S. *Minnesota,* the largest cargo carrier afloat) were driven out of business, and The Dollar Steamship Company went under the British flag so that it could continue to operate. It has been said that this early war-time act of the U.S. Congress and Democratic administration (1914-1915) sank the nation to new depths of ignominy and gave the trade of the Pacific to Japan and Britain.

The following extracts are taken from a New York newspaper item published in 1936:

At the turn of the century, James J. Hill decided that his Great Northern Pacific Railroad needed feeders to and from the Orient, operating from the port of Seattle. The idea was to assist the railroad to compete for transcontinental freight and passengers with the Canadian Pacific Railway System, whose Far Eastern service across the Pacific was so successful, and obtaining the bulk of the business. So, with the magnificence that railroad promoters in the old days used to exhibit when they could so readily borrow money, Hill conceived the idea of the *Minnesota* and *Dakota,* ocean titans which would be five times larger than any ship on the Pacific. . . .

In 1904 Hill got his monsters, but the *Dakota* ran ashore on the coast of Japan in 1907 and became a total loss. Soon after starting their Pacific careers, however, these vessels proved that the law of supply and demand is sound economic sense. So, most unfortunately, these grand ladies of the sea became white elephants, and when the *Dakota* disappeared from the Register she was not replaced. In season, on the Atlantic, these magnificent vessels would have stood a chance of filling their enormous passenger space. But with Pacific travelers few and far between, so to speak, the passenger business was "very much of a washout." As for the cargo capacity, there came a time when they didn't dare let them arrive with a full cargo from Japan and the Orient because such cargo flooded the United States market and broke prices.

When the World War broke out the need of ships made the *Minnesota* very valuable. In the fall of 1915 she was sold to the Atlantic Transport Line for $3,775,000, which was half as much again as she had cost originally. (This vessel should not be confused with the old *Zealand,* which became the Atlantic Transport *Minnesota* in 1927.)

The *Minnesota* started for the Atlantic (via the Straits of Magellan, as she had far too much draft to go through the newly opened Panama Canal) where she carried on. She certainly "earned her salt" once she got on the Atlantic Ocean. How she ever escaped being torpedoed no one will ever know, for the Germans were sinking American ships prior to our entrance into the war, and it is said that they were particularly looking for the *Minnesota,* as her vast holds (later coupled with her troop-transport facilities) led all other vessels by far. From the first she was a marked ship, and, because of her record capacity in one bottom, was something that "must be destroyed," the German command affirmed.

When the United States entered the war, the *Minnesota* (requisitioned by the Navy) was renamed the *Troy.* Under that name she successfully and comfortably carried many tens of thousands of American troops, as well as several times more cargo—when draft of water permitted—than could be loaded on any other ship afloat. After the war the *Minnesota* was reconditioned by the International Mercantile Marine, her owners, as a Trans-Atlantic passenger liner for the New York-London trade. But, again her huge cargo capacity operated to her detriment. She could not obtain freight, and, after all, she was built for cargo carrying primarily, and not as an express, or even an intermediate type of Trans-Atlantic liner. Later, her Niclausse water-tube boilers, which had seen some twenty years of arduous service under severe conditions, needed replacing, and her owners didn't feel like spending the money, so she was laid up at one of Mayor Hylan's famous Staten Island piers. The *Minnesota,* with new boilers and retubed condensers, would have been "as good as new," but she was never designed for the Trans-Atlantic service, where speed was being demanded, and this at the sacrifice of both cargo and deadweight carrying capacity.

In September, 1924, with her rugged hull in splendid condition, she was sold by the I.M.M. Co. to Merritt, Chapman, Scott, agents for foreign buyers. A German crew came to New York to take her across the Atlantic under her own steam and this without making any repairs or doing any preparatory conditioning. This in itself was a foolish, as well as a hazardous, undertaking, considering that the ship had been neglected for years, laid up with no crew on board, and with no money spent to preserve the vessel and her extensive mechanical equipment. A Dr. Cubat of Germany, the reputed buyer, sent his son over to the United States to consummate the purchase and take the vessel over to Germany. With the tubes of only one condenser in workable condition and only three of the sixteen boilers capable of holding a working steam pressure, the *Minnesota* crossed the Atlantic Ocean, using only one engine and one screw after the first day out, and arrived safely at Bremerhaven.

In Germany, the *Minnesota* was dry-docked, measured, and her lines "taken off." All details of construction were recorded, many for use in the building of the "new" German merchant marine (*Bremen, Europa,* etc.). Later, the *Minnesota* was taken apart, most of the equipment was placed on other vessels, and the steel hull was scrapped and used for new construction. Her designer wrote of her: "After a strenuous and honorable life, she died of old age. The *Minnesota* was a fortunate and economic vessel, easy to handle, and a magnificent and comfortable sea boat—steady and dry. She was doomed to failure as a money-maker by being under the American flag, with high operating cost (compared with that of foreign ships) in a trade that could give her only a small volume of business considered in terms of her capacity. She was not favored by a subsidy of any kind, and her owners were not encouraged to keep her in operation in an attempt to develop foreign business and maintain the prestige of the United States upon the Seven Seas. During the [first] World War, in handling troops, supplies and general cargo, she paid for herself ten times over. It was said of her that she was 'the Government's and the Allies' answer to prayer.' "

In the spring of 1903, W. A. Fairburn resigned his position with the Eastern Shipbuilding Company. He severed all connection with the company as soon as he learned that its stockholders had sold out to a merger of shipbuilding interests and become part of the United States Shipbuilding Company. He refused to be associated with a planned swindle of investors in the securities offered to financial houses and the public by the promoters and management of the "Shipbuilding Trust." This merger, including the Bath Iron Works and the Eastern Shipbuilding Company, soon became insolvent. Its record is well-known financial history. It is mentioned here to illustrate the deplorable condition and low moral tone of the shipbuilding industry in the early 1900's and to show the interested reader why Mr. Fairburn, a few years later (at the age of thirty-three), gave up his career as a naval architect and decided to leave the shipbuilding, designing, and operating field. The following information, under the heading "The United States Shipbuilding Company," is taken from MOODY'S MANUAL of 1903:

> Incorporated June 17, 1902, under the laws of the State of New Jersey, for the purpose of ship and engine building, and all appliances entering therein. Property consists of Bath Iron Works, Bath, Me.; Hyde Windlass Co., Bath, Me.; Crescent Shipyard Co., Elizabethport, N.J.; S. L. Moore & Sons' Co., Elizabethport, N.J.; Eastern Shipbuilding Co., New London, Conn.; Harlan & Hollingsworth Co., Wilmington, Del.; Union Iron Works, San Francisco, Cal.; Bethlehem Steel Co., So. Bethlehem, Pa.; Canda Manufacturing Co., Carteret, N.J. (not operating).

The following extracts are taken from an address by L. Walter Sammis before The American Academy of Political and Social Science, Annual Meeting of 1904, under the title "The Relation of Trust Companies to Industrial Combinations as Illustrated by The United States Shipbuilding Company. *A photograph of how it was done—not a thesis on how it should be done.*"

> Through the protracted legal proceedings against the United States Shipbuilding Company, the public has had an opportunity to observe the methods by which an industrial combination was actually financed. . . . The United States Shipbuilding Company is claimed to have been incorporated under the laws of the State of New Jersey by dummies furnished for the occasion on June 17, 1902, with a subscribed capital of $3,000. On July 3rd following, the capitalization was, on paper, increased to $45,000,000 in stock and $26,000,000 of bonds. On the 11th and 12th of August the United States Shipbuilding Company purchased the Union Iron Works, The Bath Iron Works, Limited, The Hyde Windlass Company, The Crescent Shipyard Company, The Samuel L. Moore & Sons Company, The Eastern Shipbuilding Company, The Harlan & Hollingsworth Company, The Canda Manufacturing Company and the capital stock of the Bethlehem Steel Company, paying for them $6,000,000 in cash, $14,050,000 of bonds and $28,000,000 of stock. The entire amount of securities disposed of to acquire these companies and to provide . . . working capital and to pay the profits of various persons and institutions concerned in the promotion amounted, at par value, to $69,500,000. For this bouquet of fortunes the combination received, besides the reputed cash working capital of $1,500,000, constituent companies which, omitting the Bethlehem Steel Company, were valued later by competent men at $12,441,518.26. . . .
>
> With the fall of the United States Shipbuilding Company, my story has nothing to do. My theme is the methods by which it was established, false and insecure as that establishment was, and my story must end at the point where it was left to stand alone, for at that point it reached its climax. . . . The theory was impossible; the situation was untenable; the trust, as it was manufactured, was impractical, and the United States Shipbuilding Company was insolvent. . . . The financial world was absorbed at that time in creating industrial combinations, some of which were either actually bankrupt or were on the verge of bankruptcy; inflating values and watering stock; successfully offering new securities to a public riotously eager to buy them, and finally dividing with promoters and vendors profits which, even in that era of inflation, were considered enormous. The [original] promoter knew that his plan was richer in paper profits than

any that had been brought to a successful issue, with the possible exception of one, and that it had large fortunes to scatter among the men who might assist him to develop it into an accomplished fact, so far as obtaining the money of the investor and the speculator for elegantly lithographed pieces of paper was concerned. He talked of it and wrote it on paper; he had it printed in the terms best appreciated by financial chieftains—a dollar mark and seven or eight figures on the left hand side of the decimal point. . . .

The salve in the situation is that the general public did not become a participator in the flotation of which I have been speaking, and did not invest largely in the securities of the Shipbuilding Company. The result has been unfortunate for those who did become investors, but the heaviest loss fell upon those who were in a better financial position to stand it, namely, the underwriters, who entered for profit and who expected large returns with but little responsibility.

The following stock quotations for the United States Shipbuilding Company are taken from Stock Exchange records for 1903:

Date	*Common*		*Preferred*	
	Bid	Asked	Bid	Asked
Feb. 28	5	20	10	50
Mar. 31	2	20	2	50
Apr. 30	2	10	—	—
May 29	1	4	—	—

No quotations were officially reported thereafter. The name of the company was removed from the capital stock records of the New York Stock Exchange following April 30, 1904.

W. A. Fairburn's compensation from the Eastern Shipbuilding Company was $250 per month. He stood the entire expense of preparing the design, specifications, and drawings of the Hill steamships, and by reason of the merger and the unscrupulous actions of officials connected with the Eastern Shipbuilding Company he was cheated out of any compensation for his work as a designer. He was not remunerated for his time in preparing the design of the Hill steamships at his home in Bath, Maine, during the winter of 1899-1900, for his expense in looking for a shipyard site, for moving to New London, Conn., etc. After the president of the Eastern Shipbuilding Company had increased his compensation to $300 per month and, later, offered to make him chief naval architect and marine engineer of the "combine," Mr. Fairburn replied that he was through and would tender his written resignation to confirm this oral one: "I am going out of your office and out of the plant without talking with anyone, and I am going as fast as I can." His records give the details of this interview, during which Mr. Fairburn said: "I see litigation ahead, and I will tell you . . . that I want no part of it. . . . This yard is doomed; it will build no more big ships for Mr. Hill—nor anyone else. I am also inclined to the opinion that the shipbuilding combine is a 'bust' as well as a swindle, and even if men like you . . . have made a lot of money out of it, you are through as shipbuilders." Although a young man in his twenties, Mr. Fairburn was right. The Eastern Shipbuilding Company never built another vessel. When Mr. Fairburn refused a contract with the United States Shipbuilding "Trust" in 1903, he severed all direct connection with American shipyards. He was never again in the employ of a shipbuilding company, although his services were sought by leading shipbuilding interests (outside of the companies in the insolvent trust) in England, France, Italy, Germany, and Japan.

As a consulting engineer, Mr. Fairburn did professional work for many industrial firms and for Edward H. Harriman of the Southern Pacific and Union Pacific. By 1904, as the Harriman companies required practically all of his time, he accepted the position of superintending engineer and marine superintendent of the steamship system and naval architect of the Harriman interests. Mr. Fairburn considered Edward H. Harriman as the most brilliant and farsighted railroad and transportation man that this country has ever known. Mr. Fairburn knew him as a man of "outstanding character, keen in his analyses, prompt in his decisions, courageous in his acts, amazingly direct at all times, fundamentally honest, and always reliable." He helped to create a much improved service for the public, and only his ill-health prevented much greater achievements. He died in 1909, when in his sixty-second year. Mr. Fairburn's work with Edward H. Harriman covered many lines other than marine. While with him, Mr. Fairburn made plans of streamlined trains (gas-engine driven) and urged consideration of the possibilities of the Diesel type of motor for both railroad and steamship installations. A pioneer in streamlining, Mr. Fairburn always claimed that while streamlining was highly desirable for

high speed on land (or in the air), it was a small factor in the air resistance of large marine vessels because of their relatively much lower speeds. In 1904, he made the statement, "Before many years, gas engines and Diesel motors will have to be considered in competition with steam for the motive power." In 1906, when the gas engine had not been developed to a high standard, Mr. Harriman built a few gas-engine-driven, light-weight, combination passenger, mail and baggage cars for use as small shuttle trains in the West. These little trains were partially streamlined. Built from Mr. Fairburn's sketch designs, they were yachtlike in many respects, with rounded ends. Even though their engines were crude based on later standards, they did excellent work in operation for many years. Mr. Fairburn always maintained that had Edward H. Harriman lived, fast light-weight, streamlined trains would have been in operation from coast to coast before the first World War; that his death held back the practical development of such ideas and plans for at least a generation.

In addition to chartered vessels, tramp steamers, lighters, barges, towboats, etc., the following list gives the steamships in the Atlantic Steamship Lines (Southern Pacific Company) during the period that W. A. Fairburn was in charge of the fleet, 1903-1908. The Southern Pacific fleet was the best and largest under the American flag in 1905-1907. It included the Morgan Line, Cromwell Line, New York and Louisiana Steamship Company, New Orleans and Cuban Steamship Company, and a large fleet of chartered vessels—both passenger and cargo. These lines ran between New York and New Orleans or Galveston and between the Gulf and Caribbean Sea ports. During the association of Mr. Fairburn with the Atlantic Steamship Lines, he designed for the Southern Pacific Company three steamships (*Momus, Antilles,* and *Creole*), two towboats (*El Toro* and *El Chico*), a steam derrick boat, and twenty lighters. The particulars of the three steamships and two towboats are given on pages 3968 and 3969.

Name	Year Built	Type	Tonnage		Dimensions in Feet		
			Gross	Net	Length	Beam	Depth
ANTILLES	1906	Passenger and cargo S.S.	6,878	4,326	410	53.2	25.6
EL ALBA	1901	Cargo S.S.	4,614	2,897	391.7	48.3	15.8
CREOLE	1907	Passenger and cargo S.S.	6,754	4,302	407	53	26.7
EL CID	1899	Cargo S.S.	4,608	2,921	391.3	48.3	15.8
CHALMETTE	1879	Passenger and cargo S.S.	2,983	1,931	321.2	42.2	21.3
COMUS	1900	Passenger and cargo S.S.	4,828	3,006	390.8	48.3	15.8
EL DIA	1901	Cargo S.S.	4,613	2,899	391.7	48.3	15.8
EL DORADO	1884	Cargo S.S.	3,531	2,561	331.8	42.6	22.6
EXCELSIOR	1882	Passenger and cargo S.S.	3,264	2,407	340	44	23.5
LOUISIANA	1879	Passenger and cargo S.S.	2,840	1,806	320	39	14.9
EL MAR	1889	Cargo S.S.	3,531	2,539	331.8	42.6	22.6
MOMUS	1906	Passenger and cargo S.S.	6,878	4,326	410	53.2	25.6
EL MONTE	1886	Cargo S.S.	3,531	2,561	331.8	42.6	22.6
EL NORTE	1899	Cargo S.S.	4,604	2,925	391.9	48.3	15.8
EL PASO	1884	Cargo S.S.	3,531	2,561	331.8	42.6	22.6
PROTEUS	1900	Passenger and cargo S.S.	4,836	3,006	390.8	48.3	15.8
EL RIO	1899	Cargo S.S.	4,604	2,918	391.9	48.3	15.8
EL SIGLO	1901	Cargo S.S.	4,616	2,900	391.7	48.3	15.8
EL SOL	1890	Cargo S.S.	4,523	3,021	390.6	46.8	24
EL SUD	1899	Cargo S.S.	4,572	2,903	390.9	48.3	15.6
EL VALLE	1901	Cargo S.S.	4,605	2,896	391.7	48.3	15.8

A supplementary list gives the following additional steamers in the service when Mr. Fairburn became marine superintendent and superintending engineer in 1903: the propeller KNICKERBOCKER (1,647 tons), built in 1873, propeller ALGIERS (2,294 tons), built in 1876, the twin-screw ARANSAS (1,156 tons), built in 1877, the side-wheeler CLINTON (1,187 tons), built in 1862, the side-wheeler MORGAN (994 tons), built in 1865, and the side-wheeler GUSSIE (998 tons), built in 1872.

As before stated, in the record-making cargo and passenger steamships *Momus, Antilles,* and *Creole,* Mr. Fairburn revolutionized the design and construction of coastwise steamships. They were unusually strong, fast, and seaworthy vessels and famous for their comfortable performance at sea. Their ratio of length to beam was 7.7 to 1. The Cramps, of Philadelphia, were skeptical of "such

excessive beam," and Rear Admiral Francis T. Bowles, of the Fore River Shipbuilding Company (builder of the S.S. *Creole*), at first refused to guarantee a speed of 16 knots for a vessel of "such great beam." He had Mr. Fairburn's model of the three steamships tested for resistance in the government model tank at Washington and made suggestions "to try out concurrently a model of 425 ft. length on the water and 50 ft. beam, but otherwise of generally similar lines." The ratio of length to beam suggested by Admiral Bowles and his staff as a compromise (they had previously advocated only 48 ft. beam) was 8.5 to 1. The Washington experts, tank experimenter, the Cramp officials, Admiral Bowles, and naval architects in general were astounded when the tank experiments showed that for a vessel of the stipulated displacement, capacity, and speed, Mr. Fairburn's model, with its relatively great beam, showed "less resistance at all speeds of from 10 to 18 knots than any of the substitute models made and tested." After exhaustive resistance tests with wax reproductions, the testing tank officials reported the model as one "for which no suggestions can be made to improve the form to lessen resistance at the stated speeds of 14 to 18 knots." The S.S. *Momus, Antilles,* and *Creole* were designed for a 15-knot sustained sea speed and a 16-knot trial speed. Their designer once remarked that he felt that he had "a knot up his sleeve" and that he would guarantee to take the *Momus* or *Antilles* from New York to South Pass, New Orleans (against the Gulf Stream), at an average speed of over 16 knots and on the return trip average 17½ to 18 knots, with an average speed at sea for the round voyage of 17 knots or better. In actual performance on the run, the S.S. *Momus* exceeded not only the designed speed but also the hoped-for speed of her designer.

The following descriptive matter is taken from a volume of photographs and text published in 1935:

The S.S. *Antilles* and *Momus*—single-screw steamships of 7,000 tons with reciprocating, triple-expansion, vertical engines of 8,000 H.P. and fire-tube Scotch boilers operating at 230 lbs. pressure—were built at the plant of the William Cramp & Sons Ship and Engine Building Co., Philadelphia, Pa., and the S.S. *Creole*—a twin-screw vessel of similar size, model and power with water-tube boilers operating at 250 lbs. pressure—was built at the Fore River Shipbuilding Co.'s works at Quincy, Mass. (Curtis turbines of naval type, unsuited for the Merchant Marine, were first installed in S.S. *Creole*—notwithstanding the vigorous protest of Mr. Fairburn—by agreement between the owners and builders, but these were removed in 1908, because of their high steam consumption, and triple-expansion reciprocating engines were substituted.)

These vessels were revolutionary in design and construction and were the first substantial and comfortable seagoing vessels built for the United States coastwise trade. They were designed with many original features to withstand ocean stresses in deep-sea service in any waters, and with special attention to steadiness and maintained speed as well as to seaworthiness and cargo-handling facilities.

The S.S. *Antilles,* christened by Mrs. W. A. Fairburn when launched December 3, 1906, was chartered in October of 1914 and sent across the Atlantic Ocean to bring back to the U.S.A. American citizens who were stranded in Italy as a result of the war. The S.S. *Antilles* was the first transport to land an American soldier on European soil following the entry of the United States into the World War. When in transport service, she was later torpedoed and sunk by German submarines, before the convoy and transport protection system, later developed, was in effective operation.

The S.S. *Antilles, Momus* and *Creole* were modeled with a relatively large beam, fine run aft, and no concave or hollow water lines or "dead-wood" forward. The forward lines, with relatively great buoyancy below and a big flare above the load water line, proved excellent in heavy seas, and the flow of water to the propeller, with elimination of drag, permitted the sea speed to be economically and comfortably maintained. The model of these vessels, tested in the experimental tank at Washington, gave such excellent results from the standpoint of hull resistance and economic propulsion that the research and testing government engineer who conducted the experiments reported: "Excellent results; surprisingly low resistance at all speeds, both below and well in excess of designed speed. No criticism of any kind and no suggestions to make for change of model."

The S.S. *Momus,* the first of the trio of vessels to be completed and enter the New York-New Orleans service, on her second voyage, with her designer (W. A. Fairburn) in charge, lowered the record between Scotland Light Vessel and the mouth of the Mississippi River approximately 14 hours. Designed for a conservatively stated sea speed of 14 knots, these vessels proved themselves capable of a sustained speed in excess of 17 knots (when favored with the Gulf Stream up to 21 knots was reported), and in service the machinery designed for 7,500 H.P. developed for short periods over 10,000 H.P. when burning coal (not oil) and running in semi-tropical waters.

The following extracts are taken from SHIPPING ILLUSTRATED:

The *Creole* . . . was ordered fitted with Curtis turbines by Mr. E. H. Harriman, acting on the advice of Rear Admiral Bowles and others, notwithstanding Mr. Fairburn's adverse recommendation. Mr. Harri-

man, at the banquet following the launching of the *Creole* at the yard of the Fore River Shipbuilding Co., made the public announcement that he hoped his engineer, Mr. Fairburn, would be proven wrong in his views, "but only time will tell." Mr. Fairburn has endorsed steam turbines for merchant ship propulsion when they are properly designed, as are the Parsons turbines for economic merchant service, but he has steadily affirmed that the turbines placed in the S.S. *Creole,* against his advice, do not conform with any of the essential requirements of a mercantile marine installation, as they are merely replicas of turbines built for a United States warship, and such turbines, running at a low propeller speed and directly connected with the shaft, "will consume more steam and use up more coal than any vessel of the *Creole* type can carry and will cost so much money to operate that the Southern Pacific Co. will be unable to foot the bills." . . . The *Creole* on her test run proved to be an admirable sea boat and a splendidly designed and built vessel but a tremendous coal burner; the fuel consumption, at the speed necessary to maintain schedule, was almost twice as much as that of her sister vessels, the *Momus* and *Antilles,* fitted with reciprocating engines, designed by Mr. Fairburn. [Later, triple-expansion reciprocating engines, built by Cramp of Philadelphia, were installed in the *Creole.*]

The following announcement of the launching of the S.S. *Antilles* appeared in the Philadelphia press of December 4, 1906, under the heading, "Biggest Coastwise Steamer Is Launched":

Dragging a considerable portion of the ways with her, the big ten-thousand-ton coastwise steamer *Antilles,* of the Southern Pacific Company Line, was launched at Cramps' shipyard at 3:30 o'clock yesterday afternoon.

Gracefully striking the water while river craft and shipyard whistles deafened the air, the new ship, which is one of the largest ever built for coastwise service, floated far up-stream, and three little tugs shot out after her to tow her back to the dock side, where she will be made ready to enter the New York-New Orleans service of the Southern Pacific Company.

Mrs. W. A. Fairburn, of New York, wife of the Superintending Engineer of the Steamship Company, and designer of the vessel, acted as sponsor. Twenty other guests including C. W. Jungen, general manager of the Southern Pacific Company, and his wife, who christened the *Momus,* a sister ship of the *Antilles,* came over from New York for the launching.

While Mrs. Fairburn was being instructed as to how to break the champagne bottle at the right moment on the boat's prow, resounding hammer blows at the keel blocks told that the *Antilles* was being loosened and in a moment would slide down the ways. Hundreds of mechanics and machinists stood on the dock below expectantly waiting and watching for the ship to start.

Suddenly the bow seemed to tremble. Mrs. Fairburn raised the wine aloft and crashed the bottle against the moving ship, saying the words: "I christen thee *Antilles.*"

The *Antilles* is the second of three new steamships being built for the Southern Pacific Company for its New York-New Orleans service. In every way a sister ship to the *Momus,* which steamed down the river last Saturday, ready for its first trip, the new vessel is a steel, full-powered, ocean-going passenger and cargo ship. These two boats have the largest boilers ever built in America, and the third ship, the *Creole,* will be the first American-built twin-screw, turbine steamship.

The *Antilles* is 440 feet long, with 53 feet beam and 37 feet depth. Her displacement is 10,600 gross tons. The engines are triple expansion. She will carry 152 first class passengers, 58 second class and 500 steerage. The cargo holds have a capacity of 335,000 cubic feet of freight, and the coal bunkers will store 1,700 tons of coal. The crew will number 117.

The following material is taken from Mr. Fairburn's shipbuilding records under the heading, "The End of Three Great American Ocean-going Steamships":

The S.S. *Creole* was sold on August 3, 1934, and the *Momus,* on October 26, 1934, to Tamosuke Miyachi, of Kobe, Japan, an agent of the Japanese Government. [They had been in severe service for twenty-seven and twenty-eight years, respectively, including the period of the first World War.] These vessels steamed from New York through the Panama Canal and across the Pacific to Japan under their own steam and proved, as they ended an eventful career, that they were "the most comfortable sea-going steamships of their length ever built." They were bought to be broken up for the metal in them. . . . However, the *Momus* was dry-docked by the Japanese and the lines of her model carefully recorded; the unique structural features, such as the girders connecting the upper deck amidships with the main deck on the ends, were copied both on paper and by models, and the vessel (hull, machinery and equipment) was given special detailed attention, with multitudinous drawings, photographs, and models made, before she was released to the shipbreakers. . . . A report emanating from a Japanese shipping firm official in 1936 affirmed that neither the single-screw *Momus* nor the twin-screw *Creole* had been dismantled or broken up and that they were being used by the Japanese in the Japanese and Formosa service.

The S.S. *Antilles,* the third and in some respects the most famous of the trio, was torpedoed at 6:45 A.M., October 17, 1917, by the Germans during the World War, off the coast of France, after she had successfully placed ashore many American soldiers and a large cargo of munitions and supplies. The

Antilles was not being convoyed, and was not protected by torpedo-boat destroyers at the time, but her loss caused proper and necessary attention to be given thereafter by the United States Government to the guarding of the American transport fleet from German submarines.

The following statement is taken from Mr. Fairburn's personal records: "In the early 1900's, shipbuilding in the United States was at a low ebb, and this in every sense of the word—economically, technically, and morally. . . . During the first decade of the twentieth century, the American merchant marine was in a pitiable condition. James J. Hill was finding it extremely difficult to operate the world's most economic, big steamships in foreign trade on the Pacific under the American flag, and United States exports, as well as imports, were being carried almost entirely in foreign bottoms. The political thought in America — while determined to hold up the national plane of living and, therefore, costs of construction and operation—was in opposition to ship subsidies and to the encouragement and development of a merchant marine to sail under the United States flag engaged in foreign trade. The agricultural sections of the country, west and south, and all the inland states (located well away from the seacoast) were bitterly opposed to subsidies of government money to seaboard shipyards and shipping companies or to any policy that they claimed would increase their taxes and add to their transportation costs." Mr. Fairburn knew that for many years the marine business of the United States would be almost exclusively domestic (coastwise and inland waters), as it held no immediate promise in foreign trade on the Seven Seas. When he turned from shipbuilding to ship operation, he was doomed to disappointment. He found working with and for the steamship lines no more congenial than shipbuilding and the moral tone no higher. He felt that he could not maintain his health and continue to work with the calibre of men then engaged in the restricted ship and marine business of the United States. Having these facts in mind and knowing from his experience that the limited marine field was both unpleasant and unprofitable, he decided to break away from ships and place himself in an industry where his engineering and technical training would give him a broader and happier field. His decision was due to social, economic, and political conditions.

The record of United States shipyards, during the thirty years following Mr. Fairburn's withdrawal from ship design and construction, is exactly what he forecast as inevitable in 1903 and reiterated in 1907. Not a single shipyard has experienced prosperity, even though favored by an artificial boom during the war years. The record of all the largest and best yards is one of reorganization, failure, and recurring losses. Inevitably, the war booms were followed by shutdowns. In the late 1850's, American ships carried 75 per cent of the nation's commerce, but in 1914, immediately prior to the first World War, they were carrying less than 10 per cent. In the three years from 1933 through 1935, the shipbuilding industry delivered only 8 ocean-going vessels. During the second World War, building expanded to 724 vessels in 1942, a peak production in 1943 of 1,661 vessels, 1,463 in 1944, and 1,067 in 1945. Ten vessels were delivered in 1951, with 31 in 1952 and 45 in 1953. According to estimates of the Shipbuilders Council of America, it is expected that shipyards will deliver 39 vessels in 1954, but that by the end of the year only 14 merchant vessels will be on the ways or on order. Not one private order for an ocean-going vessel was placed with a United States yard for the period from November of 1952 to August of 1954. Ships are custombuilt to such an extent that mass production techniques cannot bring about the big savings that are achieved in other industries. It is estimated that the cost of labor, cheaper in foreign yards, amounts directly to 35 to 40 per cent of the total. It is also estimated that because of this and other cost advantages, foreign yards can produce vessels for about half the cost in United States yards. Worldwide shipbuilding has been going through a boom in the 1950's, but construction has been declining since the first of 1954. According to figures of the Shipbuilders Council of America, merchant shipbuilding in the principal countries of the world totaled 11.9 million tons under construction or on order July 1, 1954. This showed a decline of some 2.5 million tons from July 1, 1953, and about 500,000 tons from April 1, 1954. The share of the United States fell from 971,955 tons on July 1, 1953, to 354,100 tons in mid-1954. The nation's rank as a shipbuilder dropped from fifth to eighth place. After studying the question of ship subsidies for a year, the Eisenhower Administration has decided that they are needed if the shipyards of the country are to survive. It is estimated that the goal necessary to keep the merchant marine and shipyards at a required level for defense needs is 60 ships a year. In the fall of 1954, the Eisenhower Administration has given a towline to the shipbuilding industry in a program for spending about $175 million in the country's shipyards over the next few years. The Department of Commerce also has a proposal to make to the Congress for future aid to the industry. A director of the nation's biggest builder of vessels

is quoted in regard to the new appropriation, "It's like being in a pitch-black room, and somebody turns on a two-watt lamp. It's not anything to read by—but it's not as dark as it was."

In the fall of 1907, Mr. Fairburn resigned his position with the Southern Pacific Company. As Edward H. Harriman was very ill at the time, it was agreed that Mr. Fairburn would be relieved of his duties as consulting engineer until he had completed a year abroad and Mr. Harriman had regained his health. Had he been able to continue his career, it is probable that Mr. Fairburn would have been influenced to stay with him and to participate in his marine plans on the Atlantic and Pacific and in the connecting of Atlantic and Pacific ports via the new Panama Canal. In September 1908, Mr. Fairburn went to Europe to study and report on Diesel motors and their possible adaptation for marine use. He returned to the United States in the fall of 1909, having traveled over 30,000 miles during the period. He laid down requirements that would have to be met by Diesel designers and builders if such motors were to prove successful in marine installations. These specifications were not met by any Diesel motor builder for more than twenty years. Upon the death of Edward H. Harriman in 1909, Mr. Fairburn decided to break away from ship operations as well as ship design and construction.

Following 1904, W. A. Fairburn had no business contact with Ohio Columbus Barber and Edward Riley Stettinius until five years later. (As previously mentioned, Mr. Fairburn had saved their boiler company of Barberton, Ohio, from bankruptcy on two occasions.) No man in the United States was more closely connected with the match industry from its earliest beginnings than Ohio C. Barber, although his personal and business interests were manifold. In 1847 his father had started a match manufactory in a barn, and young Barber, as a boy, traveled by wagon through Ohio, Indiana, Michigan, and Pennsylvania to distribute the product. When in his early twenties, he took charge of his father's match business. He was an original subscriber to the capital stock of The Diamond Match Company and a member of its board of directors. Incorporated in Connecticut in 1881, it took over the business founded by Mr. Barber's father. Ohio C. Barber was the first president of The Diamond Match Company of Illinois, organized in 1889, and served in that capacity until 1909. He was chairman of the board until 1912 and a director until his death in 1920 at the age of seventy-nine. When Edward R. Stettinius became president of The Diamond Match Company in 1909, he found that one of the all-important problems affecting the company was that of manufacturing. Talking with James P. Sneddon, he learned that W. A. Fairburn was in Europe and seemingly unattached as far as any organization was concerned. With the strong concurrence of Ohio C. Barber, Mr. Stettinius and one of the directors met Mr. Fairburn in Paris for an interview. At a second conference with Mr. Stettinius in London, Mr. Fairburn agreed to report for work with The Diamond Match Company in New York on October 1, 1909, with the understanding that he would be given no official position for a year. He asked for "a free hand" and the right to create "a position of usefulness." These conditions were accepted by Mr. Stettinius, and his promise was kept. A year later, W. A. Fairburn was appointed general superintendent, and in 1913 he was made a member of the board of directors and a vice president. On September 24, 1915, he succeeded Edward R. Stettinius as president of The Diamond Match Company and continued as its active executive head until his death on October 1, 1947. In 1915 the Allies retained the banking firm of J. P. Morgan & Company to handle their purchases of war supplies in the United States. In September of that year, Edward R. Stettinius became associated with J. P. Morgan & Company and in 1916 became a member of the firm. After the entry of the United States into the first World War, Mr. Stettinius was appointed surveyor-general of purchases and, in 1918, second assistant secretary of war. In July of that year, he was sent to France as special representative of the Secretary of War in the matter of foreign orders for war supplies placed by the American Expeditionary Force. Returning to New York after the Armistice, he left the government service in early 1919 and remained with the Morgan firm until his death in 1925 at the age of sixty.

Knowing of Mr. Fairburn's lifelong interest in ships and the sea and of his collection of Americana Marine, people invariably ask the connection between the later industrial career of Mr. Fairburn and his earlier great contribution as a naval architect and engineer in the marine field. Thus the answer is given here for the interested reader.

Center Lovell, Maine
September 15, 1954

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INDEX OF VESSELS

A REGISTER OF 13,278 NAMES FOR THE SIX VOLUMES

Compiled by the Splendid Work and the Intelligent Co-operation of

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and

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Under the Direction of

ETHEL M. RITCHIE

for the

Fairburn Marine Educational Foundation, Inc.
CENTER LOVELL, MAINE

Notes on the Indexes — Their Compilation and Use

The officers and directors of the Fairburn Marine Educational Foundation are gratified to increase the value and usefulness of the six volumes of MERCHANT SAIL by including in this the last volume a complete Index of Vessels (a register of 13,278 names) followed by a General Index (names of people, headings, subjects, etc.).

We wish to express our appreciation and thanks to Blanche Krauss Reed and Edna Fossati Hunt, of Ojai, California, for their splendid and patient work in the compilation of the two indexes on over 30,000 cards. Line by line and page by page, their careful work has been accomplished by constant reference to the author's extensive marine library. We regret inevitable discrepancies in names, figures, etc., and call attention to the comments of the author on this subject under the heading, "The Difficulty of Obtaining Official Records of the Building of Ships in Maine Towns" (Volume V, page 3334). He wrote this section at the time that his agents were making attempts to obtain authentic information from customhouses, libraries, and government archives. An editor's note has been added following a few indexed items covering the six volumes, where in the judgment of the editor (of Volumes IV, V, and VI) a comment may clarify a difference in records or explain an error.

In the General Index, names are listed alphabetically, but where two or more persons of the same family name appear, the first, or given, names determine the order of entry. People of the same name (such as three different captains named John G. Pendleton and two famous men named Josiah Quincy) are indexed separately in chronological order. In a few instances, where available information is not conclusive, the names are listed separately or a note has been made to show that the entry is "presumed" to be correct. The names of people are followed by companies and firms, and they are followed by headings, subjects, and other items in alphabetical order. The Roman numeral refers to each volume of this work.

In the Index of Vessels, the entries, including abbreviations, initials, and compounds of two or more words, have been entered in alphabetical order. Vessels of the same name are indexed chronologically according to the date of building or, if that is not available, the date of service. All vessels are American unless otherwise stated; all are sailing vessels unless otherwise stated. Sailing craft are given precedence over steam vessels of the same name and date. American vessels are listed before foreign craft of the same name and date. The date and place of building follow the name of vessel. If the date and place are not available, then service, rig, or war, with date if possible, is given to distinguish each craft. The rig is stated only when considered necessary to distinguish craft of the same name built at the same time or place. If a vessel was renamed, that name is given wherever available. If a vessel was built under another name, the original name is listed.

It is interesting to note that among the most common names of vessels are *America* (34), *Boston, Bostonian, Boston Light,* and *Boston Packet* (20), *Caroline* (29), *Columbia* and *Columbus* (33), *Enterprise* and *Enterprize* (39), *Essex* (21), *Franklin* (28), *Hannah* (28), *Hope* (43), *Mary* (58), *Union* (35), and *Washington* (32). Among the most famous names are *Mayflower* (13), *Speedwell* (12), and *Sovereign of the Seas* (4). It is also interesting to call attention to the fact that of the historically famous names, the index contains only one *Bonhomme Richard* and one *Serapis,* but it lists three *Kearsarges* and four *Alabamas.* Of other famous names, only one of the following is given: *Blessing of the Bay, Charles W. Morgan, Chasseur, Cleopatra's Barge, Clermont, Cutty Sark, Dreadnought, Gift of God, Golden Hind, Half Moon, Prince de Neufchatel, Thermopylae, Trinidad,* and only one *Virginia of Sagadahock.* Of the seven *Constitutions,* the index lists only one frigate *Constitution*—"Old Ironsides"—generally proclaimed as the most famous vessel ever to sail under the Stars and Stripes.

E.M.R.

Ojai, California
March 21, 1955

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America (Continued)
French by the British in 1794 and renamed *Impetueux*. One historian states that the Portsmouth-built *America* was condemned by the French, and another writes that she was "broken up in France about 1786.")
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Astrea I (1782; letter-of-marque trading vessel; Pembroke, Mass.; owned Salem, Mass.), I: 293, 366, 393, 439, 440, 480, 505, 518 *et seq. ad* 521, 525, 526, 566, 567; III: 1813; V: 2980, 3003, 3006
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Atlanta (1868; owned Wiscasset, Maine), V: 3347
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Atlantic (1790; Bath, Maine), V: 3177, 3182, 3183
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Atlantic (1838; Addison, Maine), V: 3571
Atlantic (1846; New York), II: 1148, 1149, 1153; V: 2794
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Atlantic (1849; paddle-wheel steamer; New York), II: 952, 1338, 1339, 1340, 1350, 1351, 1390, 1499; IV: 2382
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Atlantic (1915; tow barge; Bath, Maine), IV: 2628; V: 3282
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Atlas (1875; Bath, Maine; built *John W. Marr*), III: 1699
Atlas (1902; 4-masted steel shipentine; Bath, Maine; *Star of Lapland*), II: 965, 1488, 1582, 1583; III: 1611, 1612, 1615, 1649, 1687, 1712, 1776, 1806-1807, 2157; IV: 2627, 2652, 2655, 2657, 2667, 2704, 2707, 2709, 2710, 2715; V: 2975, 3241, 3243, 3246, 3247, 3260, 3262, 3284, 3390; VI: 3961, 3963
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Augusta (1854; Harrington, Maine), V: 3573
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Augusta (1868; Newburyport, Mass.), III: 1687; IV: 2488; V: 3051, 3052
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Avon (1815; Medford, Mass.), IV: 2642; V: 2899
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Baltic (1834; Belfast area, Maine), V: 3475
Baltic (1843; Searsport, Maine), V: 3496, 3499, 3504
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Baltic (1854; Camden-Rockport area, Maine), V: 3438
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Baltimore (1832; Kingston, Mass.), V: 2885
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Baltimore (1837; New York), II: 1159, 1206, 1277, 1281, 1298; III: 1878; V: 2780, 3043
Baltimore ("protected cruiser"; authorized 1885-1889), II: 962
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Carlscrona (schooner, War of 1812), II: 845
Carl Staegoman (1851; Baltimore; built *Seaman's Bride*), II: 1264; III: 1668; V: 3472; VI: 3771
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Carmelite (1807; New York), V: 2777
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Carolina (1841; Camden-Rockport area, Maine), V: 3437
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Caroline (1826; Bangor, Maine), V: 3540
Caroline (1828; Hallowell, Maine), V: 3327
Caroline (1833; Harrington, Maine), V: 3573
Caroline (brig; commanded by Capt. Nathaniel L. Thompson, Kennebunkport, Maine, late 1830's), V: 3127
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Caroline (1846; Biddeford, Maine), V: 3137
Caroline, S.S. (burned about 1850's), II: 1357
Caroline (1855; Bath, Maine), V: 3205
Caroline (1856; Frankfort, Maine; built *Arey; Nautilus*), III: 1660; V: 3527, 3528, 3530, 3533, 3536
Caroline, II: 1289. (Editor's note: The 16-day run from Charleston, S.C., to Liverpool is generally credited to the *Caroline* built as the *Arey* at Frankfort, Maine, in 1856. As this fast run is claimed in 1853 and not in 1856, it is probable that it was made by a ship *Caroline* whose hailing port was Charleston, S.C., as recorded in Lloyd's Register of 1860 and 1865. Of 725 tons, she was built in 1851 at Medford, Mass.)
Caroline (1858; East Machias, Maine), V: 3563
Caroline (1859; Rockland, Maine), V: 3422
Caroline (1863; Newburyport, Mass.; built *Valparaiso*), III: 1710; V: 3051
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Carrie E. Look (1890; Rockland, Maine), V: 3424
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Carrie Estelle (1864; Cutler, Maine), V: 3600
Carrie E. Woodbury (1871; Brewer, Maine), V: 3544, 3545
Carrie Heckle (1877; Cape Elizabeth, Maine), V: 3147, 3153
Carrie H. Spofford (1868; Lower Penobscot Bay, Maine), V: 3430, 3432
Carrie Humphrey (1875; Bath, Maine), V: 3220, 3244
Carrie L. Hix (1871; Rockland, Maine), V: 3384, 3423
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Great Britain (1826; New York), II: 1084, 1085, 1088; IV: 2160, 2177; V: 2790; VI: 3859
Great Britain (construction begun 1839; completed 1843; British iron screw steamship; stranded but repaired; in service thirty years; later converted to sailing ship; in existence fifty-seven years), II: 1181, 1322, 1324, 1347, 1381, 1382, 1384, 1473, 1476, 1551; III: 1634; IV: 2319, 2333, 2380
Great Eastern, S.S. (designed 1852-1853; launched 1858; British iron steamer; broken up 1888), II: 1064, 1324, 1385, 1473, 1476, 1541; III: 1647, 1648, 2083; IV: 2366, 2386, 2387, 2614; VI: 3969

Great Harry (1488; built by King Henry VII; "first ship really built for English Navy"), IV: 2639
Great Liverpool, S.S. (1838; British; built *Liverpool*), II: 1319
Great Republic (1853; 4-masted shipentine; East Boston; *Denmark*), I: 240, 254; II: 1187, 1242, 1254, 1256, 1267, 1287, 1288, 1289, 1368, 1520, 1521, 1523, 1524, 1526, 1527, 1529, 1532, 1543; III: 1599, 1608, 1610, 1611, 1616, 1632, 1644, 1647, 1648, 1652, 1653, 1655, 1663, 1672, 1673, 1675, 1718, 1736, 1762, 1763, 1767, 1769, 1771, 1772, 1773, 1827, 1828, 1836, 1837, 1854, 1860, 1868, 1884, 1915, 1922, 1930 *et seq. ad* 1933, 1938, 1941, 1942, 1943, 1954, 1978, 2003, 2011, 2014, 2015, 2020, 2022, 2024, 2025, 2027, 2029 *et seq. ad* 2032, 2040, 2042, 2051, 2058, 2059, 2061, 2062, 2064, 2068, 2069, 2073-2085, 2101, 2114 *et seq. ad* 2117, 2151, 2156; IV: 2194, 2210, 2212, 2349, 2350, 2353, 2355, 2366, 2367, 2396, 2418, 2617, 2649, 2659, 2676; V: 2814, 2842, 2909, 2918, 2933, 2936, 2946, 2947, 2948, 2950, 2951, 2973, 2974, 2976, 2977, 3002, 3080, 3112, 3125, 3200, 3210, 3370, 3398, 3400, 3401, 3418, 3445, 3468; VI: 3601, 3602, 3603, 3606, 3638, 3646, 3647, 3676, 3677, 3729, 3746, 3780, 3798, 3806, 3830, 3844, 3883, 3884, 3885, 3894, 3895, 3898, 3918, 3921, 3937, 3951
Great Republic, S.S. (1866; Greenpoint, N.Y.), II: 1393
"Great Ship" (1723; Groton, Conn.; three-masted ship for British Royal Navy), V: 2849
Great Tasmania (1854; East Boston; *Japan*), II: 1527; IV: 2353, 2367
Great Western, S.S. (laid down 1836; completed 1838; British; broken up 1856), II: 1075, 1116, 1181, 1224, 1311-1314, 1318 *et seq. ad* 1322, 1324, 1325, 1326, 1347, 1463, 1473, 1547; III: 1960; V: 3534
Great Western (1851; New York), II: 1096, 1105, 1164, 1171, 1172, 1177, 1191, 1195, 1199, 1202, 1212, 1285, 1291, 1301, 1302, 1304; III: 1607, 1626; V: 2784, 2799, 2801, 2802, 2805, 2808
Grecian (1844; Sedgwick, Maine; *Harry*), V: 3451, 3452
Grecian (1849; Franklin, Maine), V: 3582
Grecian (1851; Cape Elizabeth, Maine), III: 1888, 1961; V: 3147; VI: 3655, 3656
Grecian (1876; Kennebunkport, Maine), III: 1695; IV: 2459; V: 3124, 3126, 3129
Greek (1827; Steuben, Maine), V: 3579
Greenfield (presumed bark built in 1851 at Somerset, Mass.; 562 tons; James M. Hood, master carpenter), III: 1740; V: 3070; VI: 3624, 3796, 3829, 3837, 3878
Greenland (whaler, 1775), II: 1028
Greenland (1854; Bath, Maine), V: 3205, 3301, 3307
Greenpoint (1849; New York), III: 1630, 1880, 1881; V: 2794, 2821, 2824, 2932; VI: 3608
Greenwich (British letter of marque, War of 1812), II: 785, 786
Greka (1873; Columbia Falls, Maine), V: 3570
G. Reusens (1875; Millbridge, Maine), V: 3577
Grey Eagle (1848; Baltimore), II: 1260; III: 1663, 1855, 1864, 1902, 1907, 2033, 2034; IV: 2170, 2171, 2647, 2648; V: 2747, 2748, 2749, 2823, 2930; VI: 3608, 3753
Grey Eagle (schooner built Damariscotta area, Maine), V: 3367
Grey Eagle (1851; Philadelphia; built *Stilwell S. Bishop*), III: 1669; V: 2769
Grey Feather (1850; Eastport, Maine; *Ida*), III: 1664, 1684, 1914, 1949; IV: 2347, 2477, 2485, 2648; V: 3105, 3111, 3554, 3557, 3558, 3596; VI: 3626, 3655, 3741, 3776, 3888, 3894, 3933
Greyhound (British vessel, 1774), I: 350
Greyhound (privateer of Portsmouth, N.H., War of the Rev.), I: 411
Greyhound (British frigate, War of the Rev.), I: 444
Greyhound (or *Grayhound;* British frigate, 1798), I: 608
Greyhound (1807; Belfast-Northport area, Maine), V: 3468
Greyhound (1807; Searsport, Maine), V: 3495
Grey Hound (1848; Baltimore), III: 1664, 1906, 1907, 2109; IV: 2170, 2171, 2648; V: 2747, 2748, 2749, 2823, 2930, 3070; VI: 3692, 3720, 3753, 3803
Grey Hound (opium clipper, presumed British; "went missing" 1849), IV: 2583
Greyhound (1851; Bangor, Maine; *Cabaritta*), V: 3543
Grey Hound (1855; Lower Penobscot Bay, Maine), V: 3428
Griffin (built on Lake Erie about 1677 by La Salle), I: 129
Grossherzogin Elisabeth (1901; German), IV: 2717
Grosvenor (British mast ship; at Portsmouth, N.H., 1774), I: 350
Growler (armed sloop, War of 1812; became British *Finch*), II: 810, 811
Gruel (French vessel, War of the Rev.), V: 3332
Guadaloupe (1844; Brunswick area, Maine), V: 3304
Guadaloupean (French letter of marque, 1800), I: 592
Guadalquiver (1864; Stockton, Maine; built *Caprera*), V: 3510
Guadalupe, S.S. (1881; Chester, Pa.), II: 1484
Guadeloupe (British; Chinese coolie trade, 1865), IV: 2602
Guararapes (1853; Stockton, Maine; built *Lanzarote; Jaboato*), V: 3509
Guatemala, S.S. (1858; New York), V: 2811
Guaytecas (1884; British), IV: 2736
Guerrière (British frigate, War of 1812; destroyed by U.S.S. *Constitution* on Aug. 19, 1812; Capt. Isaac Hull), I: 557, 613, 614; II: 771, 772-773, 774, 795, 796, 798, 803, 907; V: 3002
Guerrière (1814; frigate; Kensington, Pa.), I: 751 *et seq. ad* 755; II: 760, 801; V: 2761, 2762
Guest (or *Guift;* early East India Co. store ship), IV: 2529
Guide (1857; Salem, Mass.), V: 2998, 3016
Guiding Star (1852; Canada; British-Australian trade, 1852), II: 1539; IV: 2320, 2322, 2323, 2330, 2389
Guiding Star (1853; Newburyport, Mass.), III: 1664; IV: 2647; V: 3047; VI: 3869
Guiding Star (1867; Columbia Falls, Maine), V: 3569
Guinevere (1862; British), III: 1641; IV: 2287, 2288, 2428
Guinevere (yacht; racing 1928), III: 1871, 1872
Gulliver (1806; Medford, Mass.), V: 2899
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Gussie (1872; side-wheel steamer; Wilmington, Del.), II: 1481; VI: 3980
Gustav & Oscar (1870; Kennebunkport, Maine; built *Carrie Reed; Adela*), III: 1688
Guy C. Goss (1879; Bath, Maine), III: 1695; IV: 2653; V: 3220, 3226, 3230, 3233, 3240, 3244, 3258
Guy Mannering (1849; New York), II: 1077, 1250, 1265, 1287; V: 2801, 2802, 2804, 2808
G. W. Brinckerhoff (1847; Machiasport, Maine), V: 3561
G. W. Garmany (1854; Baltimore), V: 2756
G. W. Pickering (1847; Searsport, Maine), V: 3497, 3500
Habana (1859; steamer with bark rig; Philadelphia; Confederate raider *Sumter,* Civil War; sold British and renamed *Gibraltar,* 1862; later Confederate blockade runner), II: 1567
Haddon Hall (1868; British), III: 1898, 1926
Hae Hawaii (1822; New York; built *Hudson*), III: 1625
Hagarstown (or *Hagerstown;* 1874; Richmond, Maine), V: 3219, 3228, 3229, 3230, 3320

Hahnemann (1882; British), III: 1926
Haidee (1843; Freeport, Maine), IV: 2174; V: 3103, 3168, 3170
Haidee (1854; Providence, R.I.), II: 1543, 1559; III: 1664; V: 2865
Halcyon (1812; Talbot Co., Md.; Baltimore privateer, War of 1812), II: 831
Halcyon (1840; Searsport, Maine), V: 3499
Halcyon (1842; Bath, Maine), V: 3195
Halcyon (1847; Alna, Maine), V: 3354
Halcyon (1851; Mount Desert, Maine), V: 3587
Halcyon (1854; East Boston), V: 2917
Halcyon (1855; East Boston), V: 2912
Halden (1853; Bath, Maine; built *Undaunted; Caprice*), III: 1670
Half Moon (Dutch *Halve Maen;* expedition of Henry Hudson, 1609), I: 95, 100, 126, 175, 176
Halifax (British cruiser, 1807), I: 608, 609, 610
Halifax Packet (British brig, War of 1812), II: 832
H. Allen (1832; Fairfield, Conn.), II: 1134, 1136, 1153; V: 2847
Hallowe'en (1870; British), IV: 2206, 2207, 2234, 2289, 2290, 2296, 2411, 2429, 2430; VI: 3833
Hallowe'en (yacht; racing 1926), III: 1873
Hallowell (1811; Hallowell, Maine), V: 3187, 3325, 3326, 3327
Halsey (1831; Saco, Maine), V: 3136
Hamburg (1843; Bath, Maine), V: 3195
Hamburg (1865; East Machias, Maine), V: 3563
Hamburg (British-built German-owned yacht; racing 1905), III: 1870
Hamden (first Navy List, 1775; converted merchantman), I: 448
Hamdullah (1797; Baltimore), I: 654, 655
Hamilton (1804; Bath, Maine), V: 3180, 3260
Hamilton (1846; Rockport, Maine; *Springbok*), V: 3438, 3441
Hamilton (1871; Kennebunkport, Maine), V: 3128
Hamilton Fish (1856; Waldoboro, Maine), II: 1117, 1195, 1202, 1209; III: 1608, 1681; V: 3378
Hamilton Moore (1806; Georgetown, Maine), V: 3184, 3290
Hamlet (1804; Brunswick, Maine), V: 3180, 3181, 3301
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Hampshire (1870; British), IV: 2550
Hampton (1829; Waldoboro, Maine), V: 3375
Hampton (1839; Nobleboro, Maine), V: 3366
Hamrah (1932; Machiasport, Maine), V: 3565
Hamrah (yacht, 1935), III: 1873
Hancock (authorized 1775; gunboat; Pennsylvania), I: 384
Hancock (1775-1776; frigate; Newbury, Mass.; captured and became British *Iris*), I: 383, 409, 446, 453, 711; V: 2845, 3035
Hancock (brigantine of Boston, 1790), I: 505
Hancock (1790; schooner; Newburyport, Mass.), V: 3037, 3039
Hancock (1811; Bangor, Maine), V: 3539
Hancock (1819; Belfast-Northport area, Maine), V: 3469
Hancock (1827; Castine, Maine), V: 3459, 3461
Hancock (1855; Sullivan, Maine), V: 3582
Hancock (1869; Bucksport, Maine), V: 3516, 3518
Handy King (1854; New York), V: 2825
Hannah (1770; Bucksport, Maine), V: 3511, 3512
Hannah (packet sloop, 1772), I: 345
Hannah (schooner; first vessel of the American Navy; commissioned at Beverly, Mass., by order of Gen. George Washington by authority derived from the United Colonies of North America; sailed from Glover's Wharf on Sept. 5, 1775; Capt. Nicholas Broughton, of Marblehead), I: 382
Hannah (British brig, War of the Rev.), I: 382
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Hannah (1786; Salem, Mass.), V: 2986
Hannah (1788; Topsham, Maine), V: 3270, 3302
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Hannah (1789; Amesbury, Mass.), V: 3038
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Hannah (schooner of Salem, Mass., 1790), I: 566
Hannah (1791; Pittston, Maine), V: 3177, 3178, 3181, 3321
Hannah (1794; Pownalborough, Maine), V: 3336, 3338
Hannah (1799; Falmouth, Maine), V: 3151
Hannah (1800; Scituate, Mass.), I: 561
Hannah (1801; Frankfort, Maine), V: 3525
Hannah (1801; Machias, Maine), V: 3560
Hannah (brig of Salem, Mass.; captured by Moroccans, 1803), I: 665-671
Hannah (bark of Plymouth, Mass., 1806), I: 581
Hannah (British brig, War of 1812), II: 863
Hannah (1816; Gardiner, Maine), V: 3270
Hannah (1817; Scarborough, Maine), V: 3154
Hannah (1817; Flye Point, Penobscot Bay, Maine), V: 3449, 3450
Hannah (1833; Trescott, Maine), V: 3599
Hannah (1834; Camden-Rockport area, Maine), V: 3440
Hannah (1861; British; built *Sam Mendel; Charlonus*), IV: 2405
Hannah and Abigail (1834; Eden, Maine), V: 3585
Hannah and Eliza (1796; Newbury, Mass.), V: 3045
Hannah and Jane (1816; Waldoboro, Maine), V: 3379
Hannah & Jane (1826; Searsport, Maine), V: 3498
Hannah and Molly (Massachusetts privateer, War of the Rev.), I: 409
Hannah F. Carleton (1884; Pembroke, Maine), V: 3599
Hannah McLoon (1874; Rockland, Maine), V: 3423
Hannah Matilda (1805; Pittston, Maine), V: 3321
Hannibal (1779; Newburyport, Mass.; privateer, War of the Rev.), I: 375
Hannibal (1796; Brunswick, Maine), V: 3177, 3178, 3300
Hannibal (1810; Baltimore; merchant ship of Baltimore; captured War of 1812 and became British sloop-of-war *Andromeda*), III: 1589
Hannibal (1810; Salisbury, Mass.), I: 562
Hannibal (1822; New York), II: 1108, 1115, 1276, 1277, 1280, 1281, 1295; III: 1625, 1878; V: 2792
Hannibal (1841; Bath, Maine), V: 3195
Hannibal (1854; New York), V: 2827
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Hans (1904; Port Glasgow, Scotland; *Mary Dollar*), IV: 2731
Hanson Gregory (1855; Rockland, Maine), V: 3421
Happy Couple (1806; Dority's Point, Penobscot Bay, Maine), V: 3449, 3450
Harbinger (1848; Bucksport, Maine), V: 3475
Harbinger (early 1850's; British iron ship with auxiliary steam), II: 1534; III: 1826; IV: 2356, 2384, 2387, 2388
Harbinger (1876; British), III: 1865; IV: 2412, 2414
Hardscrabble (1853; Rockland, Maine), V: 3421, 3475
Hardware (1803; Mystic area, Conn.), V: 2851
Harkey (privateer of Salem, Mass., War of the Rev.), I: 394
Harlan, S.S. (1865; Wilmington, Del.), II: 1481
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Harlequin (British ship, War of the Rev.), I: 411
Harlequin (British brig, War of the Rev.), I: 409
Harlequin (1800; Wanton, Mass.), V: 2893, 2896
Harlequin (1814; built on Piscataqua River; New Hampshire privateer, War of 1812), I: 410; II: 817
Harlequin (1839; Moulmein, Burma), IV: 2577
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Harmon (1857; North Harpswell, Maine), V: 3307
Harmon Curtis (1869; Harrington, Maine), V: 3574
Harmony (1795; owned Wiscasset, Maine), V: 3338
Harmony (1795; Brooksville area, Maine), V: 3453
Harmony (1803; Islesboro, Maine), V: 3462
Harmony (1804; Bath, Maine), V: 3180
Harmony (1804; Kingston, Mass.), V: 2880
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Harpooner (about 1829; British whaler), IV: 2525
Harpswell (1811; Harpswell, Maine), V: 3298
Harpswell (1855; Harpswell, Maine), V: 3308
Harpy (1813-1814; Baltimore; New York privateer, War of 1812), II: 818, 831, 832, 833, 851, 852
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Harriet (1818; Penobscot area, Maine), V: 3456
Harriet (1819; Bath, Maine), V: 3186, 3189
Harriet (1824; Bath, Maine), V: 3189
Harriet (1832; Yarmouth, Maine), V: 3159
Harriet (1832; Bath, Maine), V: 3191
Harriet (1836; Macao, China; British-owned schooner in opium trade), IV: 2578
Harriet (1838; Alna, Maine), V: 3354
Harriet (1848; Yarmouth, Maine), V: 3157
Harriet (1854; Trenton, Maine), V: 3584
Harriet A. Hazeltine (1856; Belfast-Northport area, Maine), V: 3476, 3481
Harriet & Eliza (1822; Belfast area, Maine), V: 3475
Harriet and Francis (1851; Richmond, Maine), V: 3315
Harriet & Jane (1807; Northport, Maine), V: 3468, 3470
Harriet and Matilda (British; War of 1812), II: 853
Harriet Churchill (1856; Frankfort, Maine), V: 3531, 3532
Harriet Elizabeth (British; War of 1812), II: 871
Harriet F. Hussey (1868; Richmond, Maine), V: 3214, 3314
Harriet Francis (1825; Steuben, Maine), V: 3579
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Harriet Newell (1847; Belfast-Northport area, Maine), V: 3474
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Harriet S. Fisk (1856; Rockland, Maine), V: 3421
Harriet Spaulding (1851; Rockland, Maine), V: 3420
Harriett (1836; Brunswick area, Maine), V: 3304
Harriett Lane (1857; U.S. revenue cutter; New York), V: 2811
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Harriot (1801; Hampden, Maine), V: 3550
Harriot (1803; Augusta, Maine), V: 3180, 3327
Harriot (1803; Frankfort, Maine), V: 3525
Harriot (1819; Lower Penobscot Bay, Maine), V: 3428
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Harrison (British East Indiaman, 1730), IV: 2535
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Harry (1853; Stockton, Maine; built *W. J. Treat*), V: 3509
Harry (1867; Machias, Maine), V: 3564
Harry A. Berwind (1895; Millbridge, Maine), V: 3578
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Harry Hammond (1858; Belfast, Maine; *Goschen*), V: 3476, 3477, 3481
Harry Harbeck (1845; Brunswick area, Maine), V: 3303
Harry Morse (1871; Bath, Maine), III: 1696; V: 3217, 3230, 3263, 3265
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Harry Puddemsey (1851; New York; built *Gazelle; Cora*), II: 1266, 1516; VI: 3801, 3805
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Harry W. Haynes (1890; Ellsworth, Maine), V: 3590
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Harvest (1825; Middletown, Conn.; whaler of Nantucket, Mass., 1825-1857; sold New Bedford, 1857; burned by Confederate *Shenandoah* about 1862), II: 1023, 1024
Harvest (1857; Kennebunkport, Maine), II: 949
Harvester (1875; Bath, Maine), III: 1696, 1752, 2148; IV: 2652; V: 3219, 3222, 3228, 3261, 3262
Harvester (1884; Jonesboro, Maine), V: 3567
Harvest Home (1860; Stockton, Maine), V: 3507
Harvest Home (1870; Lamoine, Maine), V: 3583
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Mary A. Hall (1882; Belfast area, Maine), V: 3479
Mary A. Harmon (1869; Lubec, Maine), V: 3597
Mary A. Holt (1867; Ellsworth, Maine), V: 3589
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Mary Alice (1855; Machias, Maine), V: 3562
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Mary and Eliza (1867; Calais, Maine), V: 3593
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Mary & Ellen (1848; Dorchester, Md.), V: 2998
Mary and Emma (1864; Addison, Maine), V: 3571
Mary & Frances (1810; Medford, Mass.), V: 2899
Mary and Frances (1852; Columbia, Maine), V: 3569
Mary & Francis (1806; Georgetown, Maine), V: 3290
Mary and Helen (1879; sailing vessel; small engine with screw propeller; Bath, Maine; burned 1881), II: 1035
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Mary & Nancy (1817; Dresden area, Maine), V: 3313
Mary and Rebecca (1824; Machias, Maine), V: 3560
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Mary and Susan (1838; Nobleboro, Maine), V: 3366
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Mary Ann (1794; owned Salem, Mass.), V: 3018
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Mary Ann (1810; Brunswick, Maine), V: 3301, 3305
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Mary Ann (British sloop, War of 1812), II: 853
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Mary Ann (whaler of New London, Conn., 1819), II: 1004
Mary Ann (1825; Warren, Maine), V: 3385
Mary Ann (1827; Ellsworth, Maine), V: 3588
Mary Ann (1831; Harrington, Maine), V: 3573
Mary Ann (1832; Addison, Maine), V: 3571
Mary Ann (1835; Waldoboro, Maine), V: 3375
Mary Ann (1838; Surry, Maine), V: 3591
Mary Ann (1845; Sedgwick-Brooklin area, Maine), V: 3451
Mary Ann (1855; Jonesboro, Maine), V: 3567
Mary Annah (in quotation; probably refers to bark built in 1850 at Portsmouth, N.H.), II: 1279
Mary Anne (1804; Columbia, Maine), V: 3568
Mary Ann McCann (1869; Bangor area, Maine), V: 3544
Mary A. Powers (1872; Thomaston, Maine), V: 3405
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Mary Augusta (1867; Ellsworth, Maine), V: 3589
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Mary B. Holmes (1920; Eastport, Maine), V: 3597
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Mary B. Rich (probably refers to bark of 482 tons, built in 1856 at Frankfort, Maine), V: 3531, 3532
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Mary Broughton (1841; Newburyport, Mass.), V: 2944, 2950, 3042

Mary B. Smith (1854; Thomaston, Maine), V: 3405
Mary Capen (1853; East Machias, Maine), V: 3562
Mary C. Hale (1875; Ellsworth, Maine), V: 3590
Mary C. Haskell (1855; Ellsworth, Maine), V: 3589
Mary Chilton (probably refers to bark of 296 tons, built at Duxbury, Mass., 1837), IV: 2582
Mary Clark (1840; Camden-Rockport area, Maine), V: 3440
Mary C. Mariner (1861; Cape Elizabeth, Maine), V: 3151
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Mary Crocker (1850; Rockland, Maine), V: 3420
Mary C. Rosevelt (1865; Richmond, Maine), V: 3214, 3239, 3314
Mary D. Haskell (1864; Cutler, Maine), V: 3600
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Mary E. Burnham (1872; Portland, Maine), V: 3152
Mary E. Gage (1852; Columbia, Maine), V: 3569
Mary E. H. G. Dow (1892; Bath, Maine), IV: 2609; V: 3273, 3274
Mary E. Lermond (1900; Thomaston, Maine), V: 3407
Mary E. Libby (1864; East Deering, Maine), V: 3148
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Mary Elizabeth (1843; Trenton, Maine), V: 3584
Mary Elizabeth (1850; Searsport, Maine), V: 3497, 3500, 3503
Mary Elizabeth (1851; Ellsworth, Maine), V: 3589
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Mary Ellen (1848; Newcastle, Maine), V: 3358
Mary Ellen (1882; Calais, Maine), V: 3595
Mary E. Long (Frankfort-Winterport, Maine), V: 3531, 3532
Mary E. Lynch (1890; Newcastle, Maine), V: 3359
Mary E. Manton (1876; Kennebunk, Maine; *Philena Winslow*), III: 1703; V: 3126
Mary Emma (1865; Brunswick, Maine), V: 3304
Mary E. Palmer (1895; Bath, Maine), IV: 2611; V: 3277
Mary E. Pearson (1852; Bucksport, Maine), V: 3517
Mary E. Pennell (1868; Harrington, Maine), V: 3574
Mary E. Riggs (1864; Phippsburg, Maine), V: 3213, 3228, 3254, 3292
Mary E. Russell (1875; Addison, Maine), V: 3572
Mary E. Staples (1867; Lubec, Maine), V: 3597
Mary E. Thompson (1852; Searsport, Maine), V: 3505
Mary E. Van Cleaf (1867; Camden-Rockport area, Maine), V: 3443
Mary F. (1847; Newcastle, Maine), V: 3358
Mary Farnsworth (1853; Rockland, Maine), V: 3421
Mary Farrow (1845; Belfast, Maine), V: 3475
Mary F. Barrett (1901; Bath, Maine), V: 3275, 3277
Mary F. Cushman (or *Mary T. Cushman;* 1872; Mount Desert, Maine), V: 3587
Mary Fink (1873; Millbridge, Maine), V: 3576
Mary Florence (1851; Bath, Maine), V: 3205
Mary F. Pike (or *Mary E. Pike;* 1872; Perry, Maine), V: 3596
Mary Frances (1849; Orland, Maine), V: 3521
Mary Goodell (1854; Searsport, Maine), V: 3497, 3500, 3503
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Mary Hasbrouck (1878; Calais, Maine), V: 3595
Mary H. Diebold (1920; Newcastle, Maine), V: 3359
Mary Helen (1873; East Machias, Maine), V: 3564
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Mary Jane (1825; Eden, Maine), V: 3585
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Mary J. Kimball (1853; Rockland, Maine), V: 3421
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Mary J. Ward (1870; Calais, Maine), V: 3594
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Mary L. Cushing (1883; Newburyport, Mass.), III: 1700; V: 3041, 3049, 3051, 3054, 3055, 3488
Mary Lee Norton (1868; Perry, Maine), V: 3596
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Mary L. Stone (1874; Bath, Maine), III: 1700; IV: 2457; V: 3219, 3226, 3257, 3258, 3488
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Mary Manning (1894; Camden-Rockport area, Maine), V: 3439, 3447
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Mary M. Bird (1867; Rockland, Maine), V: 3422
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GENERAL INDEX

Notes on the General Index

This index (names of people, headings, subjects, etc.) has been compiled separately from the Index of Vessels (pages 3995-4122 inclusive) because of the great length of the indexes and a desire to add to their usefulness by making the Index of Vessels a complete and separate register. Attention is called to the "Notes on the Indexes—Their Compilation and Use" (page 3996).

In the General Index, names are listed alphabetically, but where two or more persons of the same family name appear, the first, or given, names determine the order of entry. People of the same name (such as three different captains named John G. Pendleton and two famous men named Josiah Quincy) are indexed separately in chronological order. In a few instances, where available information is not conclusive, the names are listed separately or a note has been made to show that the entry is "presumed" to be correct. The names of people are followed by companies and firms, and they are followed by headings, subjects, and other items in alphabetical order. The Roman numeral refers to each volume of this work.

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